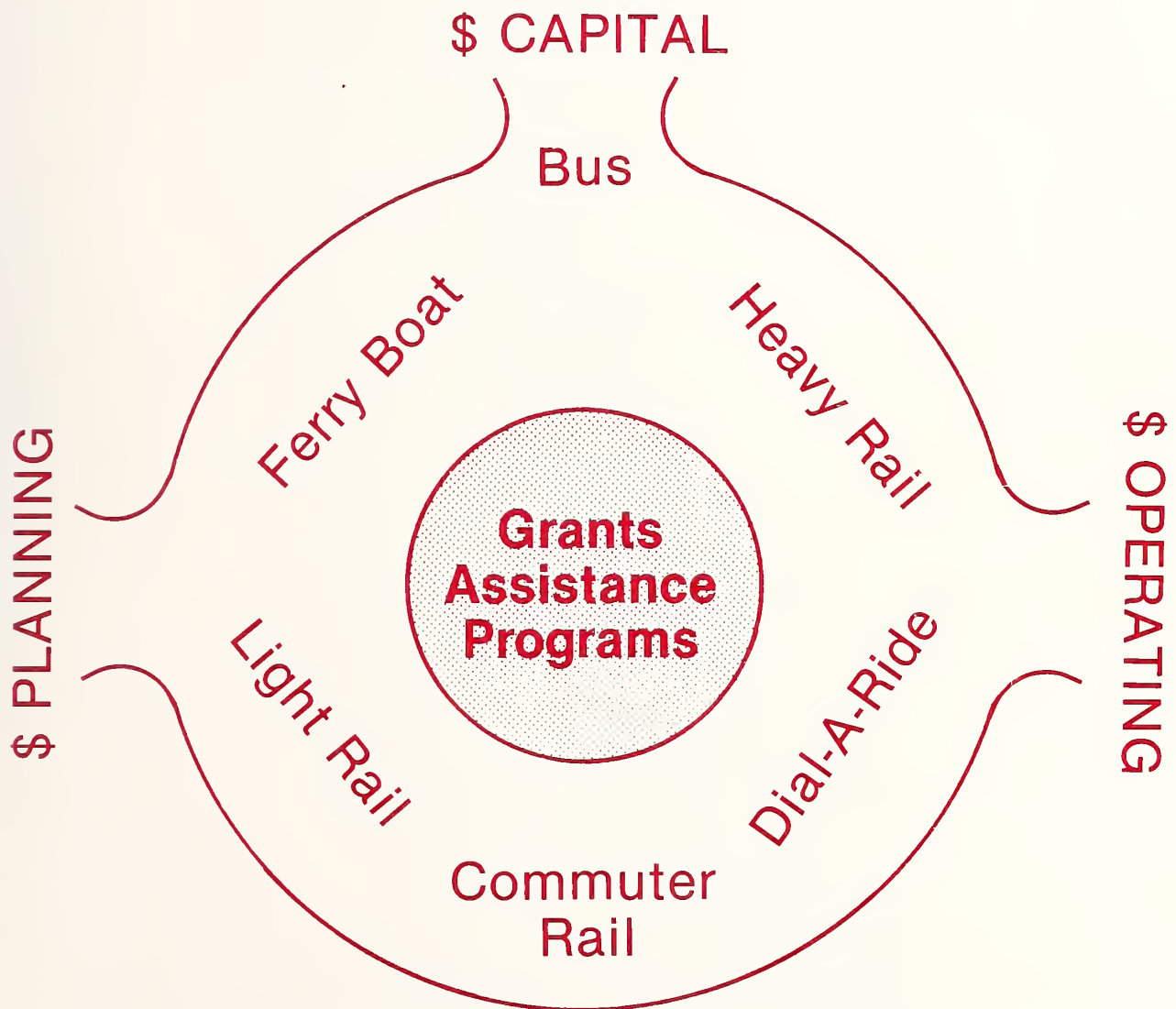




U.S. Department
of Transportation

Urban Mass
Transportation
Administration

1990 Information Summaries



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1990

URBAN MASS TRANSPORTATION ADMINISTRATION
GRANTS ASSISTANCE PROGRAMS
INFORMATION SUMMARIES

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TABLE OF CONTENTS

Page

FY 1990 Summaries

FOREWORD.....	1
INTRODUCTION.....	2
TABLE A -UMTA PROGRAM APPROPRIATIONS - FY 1990.....	9
TABLE B - UMTA GRANT APPROPRIATIONS FOR ALL PROGRAMS.....	10
FISCAL YEARS 1961-1991	
TABLE B-2 - BUDGET AUTHORITIES FOR FISCAL YEARS.....	11
1961-1991	
TABLE 1 - SUMMARY OF ALL PROGRAMS FOR FY 1990.....	12
CHARTS - FIGURE 1	
FIGURE 1A	
TABLE 1-1 OBLIGATIONS FOR CAPITAL/OPERATING BY POPULATION.....	15
GROUP - FY 1990	
TABLE 2 - CAPITAL, OPERATING AND PLANNING GRANTS FOR.....	17
URBANIZED AREAS OVER 1 MILLION POPULATION - FY 1990	
TABLE 3 - CAPITAL, OPERATING AND PLANNING GRANTS.....	18
BY STATES -FY 1990	
MAP - FIGURE 3	
TABLE 4 - SECTION 3 (DISCRETIONARY) OBLIGATIONS BY.....	23
STATE AND CATEGORY - FY 1990	
CHART - FIGURE 4	
TABLE 5 - SECTION 3 FUNDS OBLIGATED FOR BUS AND BUS RELATED...25	
EXPENDITURES FOR URBANIZED AND RURAL AREAS UNDER	
1 MILLION POPULATION - FY 1990	
TABLE 6 - SECTION 3 FUNDS OBLIGATED FOR THE PURCHASE.....26	
OF VEHICLES BY POPULATION GROUP & TYPE - FY 1990	
TABLE 7 - DISCRETIONARY AND FORMULA FUNDS OBLIGATIONS.....27	
BY CATEGORY FOR URBANIZED AREAS OVER 1 MILLION	
POPULATION - FY 1990	
CHART - FIGURE 7	

TABLE 8 - SECTION 9 OBLIGATIONS BY POPULATION GROUP FY 1990...35	
CHARTS - FIGURE 8	
TABLE 9 - SECTION 18 FUNDS OBLIGATED IN FY 1990.....36	
BY STATE AND BY PURPOSE	
CHART - FIGURE 9	
TABLE 10 - SECTION 18 FUNDS OBLIGATED FOR THE PURCHASE.....38	
OF VEHICLES - FY 1990	
TABLE 11 - RTAP OBLIGATIONS BY STATE AND ACTIVITY - FY 1990...39	
TABLE 12 - SECTION 16(b)(2) OBLIGATIONS AND NUMBER.....41	
OF VEHICLES BY STATE - FY 1990	
TABLE 13 - FUNDS OBLIGATED IN FY 1990 FOR THE PURCHASE43	
AND RENOVATION OF RAIL CARS	
TABLE 14 - FUNDS OBLIGATED IN FY 1990 FOR FERRY BOATS AND.....45	
RELATED ACTIVITIES	
TABLE 15 - NUMBER OF MILES BY LOCATION COMPLETED AND UNDER....47	
CONSTRUCTION FOR NEW SYSTEMS AND EXTENSION	
(BUS AND RAIL)	
TABLE 16 - TOTAL OBLIGATIONS BY PROGRAM FOR FISCAL.....49	
YEARS 1984 - 1990	
TABLE 17 - CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM.....50	
1965 - 1990	
CHART - FIGURE 17	
TABLE 18 - CAPITAL GRANTS FOR URBANIZED AREAS WITH POPULATION.52	
OVER 1 MILLION THRU FY 1990	
GRAPH - FIGURE 18	
TABLE 19 - CAPITAL GRANTS APPROVED FOR SELECTED AREAS.....54	
OVER 1 MILLION POPULATION BY CATEGORY FY 1965 - 1983	
TABLE 20 - OBLIGATIONS FOR DISCRETIONARY AND FORMULA.....58	
GRANTS FOR URBANIZED AREAS OVER 1 MILLION POPULATION	
FISCAL YEARS 1986 - 1990	
CHART - FIGURE 20	
TABLE 21 - SECTION 3 NEW SYSTEMS FUNDING FISCAL YEARS.....60	
1970 - 1990	

TABLE 22 - DISCRETIONARY AND FORMULA FUNDS USED FOR NEW.....	62
SYSTEMS. FISCAL YEARS 1986-1990	
CHART - FIGURE 22	
TABLE 23 - SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL.....	63
AREAS UNDER 1 MILLION POPULATION FISCAL YEARS	
1985 - 1990	
TABLE 24 - FORMULA OPERATING GRANTS FISCAL YEARS.....	65
1975 - 1990	
TABLE 25 - OBLIGATIONS FOR INTERSTATE TRANSFER (TRANSIT).....	66
FISCAL YEARS 1974 - 1990	
CHART - FIGURE 25	
TABLE 26 - INTERSTATE OBLIGATIONS FOR ALL URBANIZED AREAS.....	67
BY CATEGORY FISCAL YEARS 1985 - 1990	
CHART - FIGURE 26	
TABLE 27 - DISCRETIONARY AND FORMULA FUNDS USED FOR.....	68
PLANNING PURPOSES IN URBANIZED AREAS OVER 1 MILLION	
POPULATION FISCAL YEARS 1986 - 1990	
CHART - FIGURE 27	
TABLE 28 - CAPITAL AND OPERATING GRANT AMOUNTS FOR STATE.....	67
AND PROGRAM (SECTION 3 AND FORMULA)	
FISCAL YEARS 1986 - 1990	
CHART - FIGURE 28	
TABLE 29 - TOTAL OBLIGATIONS BY STATE AND BY ALL.....	71
DISCRETIONARY AND FORMULA PROGRAM FISCAL YEARS	
1986 - 1970	
CHART - FIGURE 29	
TABLE 30 - OBLIGATIONS FOR INTERSTATE TRANSFER (TRANSIT).....	73
AND URBAN SYSTEMS (FAUS) FISCAL YEARS 1984-1990	
TABLE 31 - GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES.....	76
BY PROGRAM FISCAL YEARS 1984 - 1990	
TABLE 32 - OBLIGATIONS FOR RAIL MOD (DISCRETIONARY AND.....	78
FORMULA) FISCAL YEARS 1985 - 1990	
CHART - FIGURE 32	
TABLE 32-1 OBLIGATION PERCENTAGES (DISCRETIONARY AND.....	76
FORMULA) RAIL MOD FISCAL YEARS 1985 - 1990	
TABLE 33 - DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR.....	80
RAIL MOD FISCAL YEARS 1986 - 1990	
CHART - FIGURE 33	

	Page
TABLE 33-1 DISCRETIONARY FUNDS OBLIGATION FOR ALL.....	79
URBANIZED AREAS FISCAL YEARS 1984 - 1990	
TABLE 33-2 DISCRETIONARY FUNDS OBLIGATED FOR RAIL MOD.....	80
FISCAL YEARS 1971 - 1983	
TABLE 34 - OBLIGATIONS FOR PROGRAM MANAGEMENT OVERSIGHT.....	82
(PMO) BY PROGRAM FISCAL YEARS 1984 - 1990	
TABLE 35 - SECTION 18 OBLIGATIONS BY CATEGORY FISCAL.....	84
YEARS 1979 - 1990	
CHART - FIGURE 35	
TABLE 36 - OBLIGATION FOR RURAL TRANSIT ASSISTANCE PROGRAM....	85
(RTAP) BY STATE FISCAL YEARS 1987 - 1990	
TABLE 37A- OBLIGATIONS FOR 16(b)(2) ELDERLY AND HANDICAPPED...	86
BY STATE FISCAL YEARS 1984 - 1990	
TABLE 37B - OBLIGATIONS FOR SECTION 18 (RURAL) BY STATE.....	87
FISCAL YEARS 1984-1990	
TABLE 38 - TRANSFER OF OBLIGATED SECTION 9, 9A, AND 9B.....	88
FUNDS TO SECTION 18 FISCAL YEARS 1984 - 1990	
CHART - FIGURE 38	
TABLE 39 - TRANSFER OF OBLIGATED SECTION 18 FUNDS.....	90
TRANSFERRED TO SECTION 9 FISCAL YEARS 1986-1990	
TABLE 40 - SECTION 9B OBLIGATIONS BY STATE FISCAL.....	91
YEARS 1988- 1990	
TABLE 41 - DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR.....	92
BUSES BY URBANIZED AREA AND POPULATION GROUPS	
FISCAL YEARS 1986 - 1990	
CHART - FIGURE 41	
TABLE 42 - DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR.....	94
MAINTENANCE FACILITIES BY URBANIZED AREAS AND	
POPULATION GROUP FISCAL YEARS 1986 - 1990	
CHART - FIGURE 42	
TABLE 43 - DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR.....	96
BUS OTHERS BY POPULATION GROUPS FISCAL YEARS 1986-1990	

TABLE 44 - FUNDS OBLIGATED FOR VEHICLES BY PROGRAM AND.....	97
BY TYPE FISCAL YEARS 1965 - 1990	
FIGURE 44	
TABLE 44-1 VEHICLES ACQUIRED WITH SECTION 18 FUNDS BY TYPE....	99
FISCAL YEARS 1987 - 1990	
TABLE 44-2 VEHICLES ACQUIRED WITH SECTION 16(b)(2) FUNDS.....	100
BY TYPE FISCAL YEARS 1986 - 1990	
TABLE 45 - UMTA FUNDS OBLIGATED FOR RAIL CARS BY TYPE.....	101
FISCAL YEARS 1965 - 1990	
TABLE 46 - FUNDS OBLIGATED FOR FERRY BOAT AND RELATED.....	102
ACTIVITIES FISCAL YEARS 1965-1990	
TABLE 47 - NUMBER OF GRANTS AWARDED BY PROGRAM.....	103
FISCAL YEARS 1982 - 1990	

FOREWORD

During Fiscal Year 1990, the Urban Mass Transportation (UMTA) continued a program of grant assistance to the providers of local mass transportation that was begun with the passage of the Urban Mass Transportation Act of 1964. A total of \$3.2 billion in grants were awarded during Fiscal Year 1990, raising the grand total of assistance provided since the program's inception to \$56 billion.

UMTA's mission is to provide assistance to State and local governments in planning and providing public mass transit in urban, suburban, and rural areas. During Fiscal 1990, UMTA continued and strengthened its efforts to help the transit industry meet the challenges of a rapidly changing mass transit marketplace. In an era of fiscal restraint, the emphasis has been on improved program management with better service to grantees, a reduction in bureaucratic red tape, priority consideration of the most innovative and creative grant proposals, and the forging of productive public-private sector partnerships in mass transit.

UMTA enjoyed significant success in efforts to increase the agency's productivity, to help grantees make transit projects more cost-effective, and to facilitate greater cooperation between public agencies and private sector interests.

The theme that runs through all of these policies and programs is the belief that a transit system is only successful if it takes people from where they are, to where they want to go, when they want to go there, at a price they can afford, and in safety.

INTRODUCTION

The Fiscal Year 1990 "Information Summaries" presents selected data on the distribution and use of various Formula and Discretionary program funds. These programs discussed are the principal source of Federal financial aid to urban and non-urban areas for mass transportation. The data is compiled from the capital, operating and the planning assistance grants awarded in Fiscal Year 1990 to transit authorities, States, metropolitan planning agencies and other units of local governments. This data is represented in the various tables, charts, and graphs which are identified in the table of contents. In all instances, Section 9B is included in Section 9 (formula). Please note that the figures shown on the charts and graphs are lettered and numbered the same as the related tables. Historical data is contained in Tables 15 through 47.

UMTA obligated a total of \$3.2 billion in Fiscal Year 1990. Of this amount about 73% was programmed for capital purposes; 25% for operating expenditures; and the remaining 2% for planning assistance. Excluding Stark-Harris grants, the largest urbanized areas with populations over 1 million received nearly 79% of the total grant funds obligated. Please note that the data contained in this report applies only to those UMTA programs which are briefly described below:

Programs Financed by the Mass Transit Account of the Highway Trust Fund:

Section 3 - Discretionary program that provides funds for capital projects.

Section 8 - Program that funds planning projects.

16(b)(2) - Program allocated to the States for capital projects to meet special needs of elderly and handicapped persons.

Section 9B* - Provides funds for capital assistance.

Programs Financed by General Funds:

Section 9 - Formula Program that funds capital and operating assistance in urbanized areas.

Section 18- Formula program that funds capital and operating assistance in non-urbanized areas (rural). The Rural Technical Assistance Program (RTAP) also provides funding for training, technical assistance, research and support services.

Interstate

Transfer - Substitution of transit capital and planning projects for Interstate Highway System projects.

Program Financed by the Highway Account of the Highway Trust Fund

FAUS - Urban System Highway funds that are used for capital and planning transit-related projects.

Special Appropriation

Section 75 (Stark-Harris) - Funds provided for the construction of the Washington Metropolitan Area Transit Authority rail system.

* Established in Fiscal Year 1988

OTHER UMTA PROGRAMS

While the major portion of UMTA funding is for transit capital and operating assistance, financial support is also provided for transit demonstrations, training, safety, technological development and research. Some of these programs are:

SECTION 6 RESEARCH, DEVELOPMENT, AND DEMONSTRATION PROJECTS. The Section 6 program is a major program of UMTA. Under Section 6, UMTA conducts research, development, and demonstration projects to improve mass transportation service, and to contribute toward meeting total urban transportation needs. Funds are provided to research and demonstrate innovative concepts for transit mobility with a strong emphasis on privatization and competitive service. The Section 6 program also supports UMTA's programs to provide transit safety and security.

Another objective of the Section 6 program is to provide technical assistance to improve mass transportation services, techniques, methods, management and planning; to provide technical assistance, including training, to Federal, State, and local governments, transit and planning agencies, private industry, and academia with respect to making such improvements; to insure the transfer to potential users of technical assistance results; and to administer Federally-funded programs related to such activities, including training programs.

SECTION 10. Section 10 authorizes grants to State and local public bodies (and operators of public transportation services) to provide funding assistance for training of personnel employed in managerial, technical, and professional positions in the transportation field. In FY 1987, the program was reoriented to focus the impact of such training more sharply and increase cost-effectiveness through greater use of "block" type grants. These grants, identified as Single Agency Grants, or SAGs, are awarded on the basis of a comprehensive agency-wide training plan developed by the recipient agency that outlines a series of training activities to be accomplished over a period of up to 12 months.

SECTION 11. Section 11 makes funds available to public and private Non-Profit institutions of higher learning to assist in carrying out research on urban area transportation problems, and to provide professional training in the field of urban and rural transportation analysis, management, and operations.

A principal activity funded by Section 11 is the University Research and Training Program, conducted as a national competition designed to support and encourage investigator-oriented research initiatives which assist all levels of public and private sector operators to meet the transportation needs of the community. Research projects funded under this program include such topics as: improving suburban mobility; application of business strategies in providing public transportation services; successful marketing techniques; economics of service diffusion; etc.

SECTION 15 REPORTING SYSTEM. Section 15 is UMTA's reporting and information system for the transit industry. Section 15 of the UMT Act requires the Secretary of Transportation to establish a uniform system of accounts and records, plus a reporting system, for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All applicants and direct beneficiaries of Federal assistance under Section 9 are subject to the reporting system and the uniform system of accounts and records. Certain Section 15 data are used by UMTA in the allocation formula to apportion Section 9 funds to urbanized areas of 200,000 or more inhabitants.

Financial and operating data reports are submitted by Section 15 reporters on an annual basis and are due 120 days after the reporters local fiscal year ends. An annual report containing summaries of one year of reported data is published by UMTA. The annual report contains revenues, expenses, operating data, and calculated performance indicators for each transit agency reporting and aggregate national statistics. It also contains the data used in the computation of the Section 9 apportionment for urbanized areas with populations of 200,000 or more.

The Section 15 system and its annual report represent a valuable source of public mass transit data for transit industry planning, and investment decisions. It is also intended for use by governing boards, State and local governments, the research community, trade unions, and all other interested in improving the productivity of the Nation's transit systems.

SECTION 19 (NONDISCRIMINATION) PROGRAM. Section 19 of the UMT Act prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in any UMTA-funded project, program, or activity. Section 19 empowers the Secretary of Transportation to take affirmative action to ensure compliance with its provisions.

SECTION 20 HUMAN RESOURCE PROGRAM. Section 20 provides financial assistance for projects across the country which address human resource needs in public transit and supplement recipient's ongoing civil rights programs. Many of the UMTA activities in this area have assisted disadvantaged (including women-owned) business enterprises (DBEs) in becoming full partners in the transit marketplace, thus enhancing the overall level of national productivity. Other projects provide opportunities for upward mobility for minorities and women in transit; projects also assist in improving the ways in which UMTA administers its civil rights programs.

UMTA SAFETY PROGRAM. The UMTA Safety Program is designed to support State and local agencies in fulfilling their responsibility for the safety and security of urban mass transportation facilities and services. The program accomplishes

its objectives through the encouragement and sponsorship of safety and security planning, training, information, collection and analysis, system/safety assurance, generic research, and other cooperative government-industry activities.

DOMESTIC PREFERENCE/BUY AMERICA. Section 165 of the Surface Transportation Assistance Act of 1982, as amended, provides that Federal funds may not be used for mass transportation projects unless steel, cement, and manufactured products used in the projects are produced in the United States or unless one of four limited exceptions are met. This domestic preference provision is commonly referred to as "Buy America."

Glossary of Terms

Allocation--An administrative distribution of funds. This is done for funds which do not have statutory distribution formulas.

Apportionment--A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.

Appropriations Act--A law passed by the Congress and signed by the President, which makes funds available for expenditures with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments to be made.

Authorization Act--Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds which program can be appropriated for that program.

Budget Authority--Empowerment by the Congress that allows Federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations from General Revenues to the Treasury. However, for the Discretionary program category, it is in the form of "contract authority" derived from the Trust Fund Resource.

Contract Authority--A form of budget authority that permits obligations to be made in advance of appropriations. The Discretionary Grants program is funded from contract authority, subject to an obligation limitation.

Fiscal Year (FY)--Since FY 1977, the yearly Federal accounting period beginning October 1 and ending September 30 of the subsequent calendar year. (Prior to FY 1977, the Federal fiscal year started on July 1 and ended the following June 30.) Fiscal years are denoted by the calendar year in which they end; e.g., FY 1989 began October 1, 1988, and ended September 30, 1989.

Obligation Limitation--An amount specified in an Appropriation Act that limits the amount of Federal assistance that may be obligated during a specified time period, usually one fiscal year. A limitation on obligations is used to reduce the amount of contract authority available for obligation in the Discretionary Grants (trust fund) program.

Obligations--Commitments made by Federal agencies to pay out money, as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactment of budget authority. The obligations are for the Federal share of the estimated full cost of each project at the time it is approved, regardless of when the actual payments are made or the expected time of project completion.

States--As defined in Chapter 1 of Title 23, the 50 States comprising the United States, plus the District of Columbia, and the Commonwealth of Puerto Rico. However, for the purposes of some programs (e.g., Sections 18, 16(b)(2) and RTAP) the term may also include Territories (Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands)

Urbanized Area--Comprises an incorporated place and adjacent densely settled surrounding area that together have a minimum population of 50,000.

Trust Fund--Accounts established by law to hold receipts which are collected by the Government and earmarked for specific purposes and programs. These receipts are not available for the general purposes of the Government. The Mass Transit Account of the Highway Trust Fund is comprised of receipts from certain highway user taxes (e.g., excise taxes on motor fuels) and reserved for use for transit capital projects and related purposes.

TABLE A

UMTA GRANTS PROGRAM APPROPRIATIONS
FISCAL YEAR 1990

SECTION 3	982,045,000
SECTION 8 (PLANNING)	44,370,000
SECTION 9 *	1,624,380,000
SECTION 16(b) (2)	34,510,000
SECTION 18	65,520,000
RTAP	5,000,000
INTERSTATE TRANSFER	159,520,000
STARK-HARRIS	84,745,000
RESEARCH AND TRAINING	9,970,000
ADMINISTRATION	31,809,000
UNIVERSITY TRANSP. CENTERS	4,930,000
TOTAL	3,046,799,000

* Includes 9B

TABLE B
UMTA APPROPRIATIONS/CONTRACT AUTHORITY BY PROGRAM
FISCAL YEARS 1961-1991

FISCAL YEAR	SECTION 3	SECTION 8 (PLANNING)	SECTION 16(b)(2) (E&A)	INNOV. TECH TECH. INTRO	SECTION 17	SECTION 5	SECTIONS 9/94/98	SECTIONS 18 & RTAP	SECTIONS 6/10/11/20/32	INTERSTATE TRANSFER	STARK-HARRIS	UNIV. TRANSPORT. CENTERS	TOTAL	ADMINISTRATION	GRAND TOTAL
1961	17,500,000	0	0	0	0	0	0	0	25,000,000	0	0	0	42,500,000	0	42,500,000
1962	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1963	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1964	3,000,000	0	0	0	0	0	0	0	4,805,000	0	0	0	7,805,000	195,000	8,000,000
1965	65,000,000	0	0	0	0	0	0	0	0	0	0	0	65,000,000	300,000	65,300,000
1966	135,000,000	0	0	0	0	0	0	0	0	0	0	0	135,000,000	455,000	135,455,000
1967	130,000,000	0	0	0	0	0	0	0	0	0	0	0	130,000,000	735,000	130,735,000
1968	125,000,000	0	0	0	0	0	0	0	0	0	0	0	125,000,000	690,000	125,690,000
1969	169,147,000	5,000,000	0	0	0	0	0	0	0	0	0	0	174,147,000	853,000	175,000,000
1970	137,000,000	8,000,000	0	0	0	0	0	0	30,000,000	0	0	0	175,000,000	1,600,000	176,600,000
1971	555,675,000	15,000,000	0	0	0	0	0	0	26,000,000	0	0	0	596,675,000	3,325,000	600,000,000
1972	803,700,000	25,000,000	0	0	0	0	0	0	65,000,000	0	0	0	993,700,000	6,300,000	1,000,000,000
1973	863,708,000	33,500,000	0	0	0	0	0	0	96,250,000	0	0	0	993,458,000	5,000,000	1,000,000,000
1974	872,000,000	37,600,000	0	0	0	0	0	0	35,050,000	0	0	0	944,650,000	5,000,000	949,650,000
1975	1,330,110,000	36,610,000	19,900,000	0	0	300,000,000	0	0	54,000,000	632,000,000	0	0	1,731,670,000	5,960,000	1,737,630,000
1976	1,078,000,000	38,700,000	22,000,000	0	25,000,000	500,000,000	0	0	11,500,000	0	0	0	2,349,700,000	10,300,000	2,360,000,000
1977	1,228,000,000	43,200,000	22,000,000	0	0	125,000,000	0	0	61,200,000	575,000,000	0	0	2,634,400,000	2,600,000	2,647,000,000
1978	1,375,000,000	55,000,000	25,000,000	0	55,000,000	650,000,000	0	0	70,000,000	789,000,000	0	0	3,134,000,000	20,000,000	3,154,000,000
1979	1,175,000,000	55,000,000	20,000,000	0	45,000,000	775,000,000	0	0	68,500,000	700,000,000	0	0	3,498,500,000	16,849,000	3,515,349,000
1980	1,625,075,000	55,000,000	20,000,000	0	0	1,403,500,000	0	76,500,000	70,300,000	845,000,000	0	0	3,960,375,000	17,884,000	3,978,259,000
1981	2,095,000,000	45,000,000	25,000,000	25,000,000	0	1,405,000,000	0	85,000,000	56,840,000	865,000,000	0	0	4,539,340,000	22,700,000	4,562,040,000
1982	1,377,500,000	55,000,000	25,000,000	10,000,000	0	1,455,000,000	0	72,500,000	49,400,000	560,000,000	0	0	4,507,850,000	24,388,000	4,532,238,000
1983	1,606,650,000	50,000,000	25,000,000	10,000,000	0	1,365,250,000	0	68,500,000	58,250,000	412,000,000	240,000,000	0	4,413,792,000	28,407,000	4,442,199,000
1984	1,138,900,000	50,000,000	26,000,000	0	0	1,260,000,000	0	91,325,000	58,250,000	295,400,000	250,000,000	0	4,413,792,000	28,407,000	4,442,199,000
1985	1,018,800,000	50,000,000	26,000,000	0	0	0	0	69,956,000	51,000,000	250,000,000	250,000,000	0	4,413,792,000	28,407,000	4,442,199,000
1986	970,565,000	47,850,000	29,200,000	5,000,000	0	0	2,316,606,000	71,770,350	16,652,000	191,400,000	201,120,000	0	3,535,341,000	28,710,000	3,564,051,000
1987	915,000,000	45,000,000	35,000,000	4,785,000	0	0	1,997,263,785	60,286,215	17,400,000	200,000,000	180,500,000	5,000,000	3,406,615,000	31,000,000	3,437,615,000
1988	980,250,000	45,000,000	35,000,000	7,500,000	0	0	1,924,995,000	58,600,000	12,217,000	123,500,000	168,000,000	5,000,000	3,183,170,000	31,000,000	3,214,170,000
1989	985,000,000	45,000,000	35,000,000	0	0	0	1,732,314,000	69,389,000	10,000,000	200,000,000	168,000,000	5,000,000	3,183,170,000	31,000,000	3,214,170,000
1990	982,045,000	44,370,000	34,510,000	0	0	0	1,603,596,000	71,404,000	9,970,000	159,520,000	84,745,000	4,930,000	3,014,990,000	31,882,000	3,046,872,000
1991	1,115,000,000	45,000,000	35,000,000	0	0	0	1,734,641,000	70,359,000	8,000,000	160,000,000	64,100,000	5,000,000	3,237,100,000	32,583,000	3,269,683,000
TOTAL	25,119,125,000	939,030,000	460,210,000	69,285,000	125,000,000	9,178,750,000	16,069,700,435	936,139,565	1,007,384,000	6,812,820,000	1,655,704,000	19,930,000	62,393,078,000	435,749,000	62,828,827,000

* After Sequestration

** After Sequestration and Drug Assessment

TABLE B-2

BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1991

FISCAL YEAR	GENERAL FUNDS	LOAN AUTHORITY	UNRESTRICTED AUTHORITY	CONTRACT AUTHORITY	TOTAL
1961	0	42,500,000	0	0	42,500,000
1962	0	0	0	0	0
1963	0	0	0	0	0
1964	5,000,000	3,000,000	0	0	8,000,000
1965	300,000	5,000,000	60,000,000	0	65,300,000
1966	455,000	5,000,000	130,000,000	0	135,455,000
1967	735,000	0	130,000,000	0	130,735,000
1968	690,000	0	125,000,000	0	125,690,000
1969	0	0	175,000,000	0	175,000,000
1970	31,600,000	0	145,000,000	0	176,600,000
1971	29,325,000	0	194,000,000	376,675,000	600,000,000
1972	71,300,000	0	0	828,700,000	900,000,000
1973	102,792,000	0	(35,000,000) *	897,208,000	965,000,000
1974	40,050,000	0	0	909,600,000	949,650,000
1975	51,010,000	0	0	1,686,620,000	1,737,630,000
1976	277,300,000	0	0	2,082,700,000	2,360,000,000
TQ	14,400,000	0	0	380,700,000	395,100,000
1977	528,800,000	0	0	2,118,200,000	2,647,000,000
1978	574,000,000	0	0	2,580,000,000	3,154,000,000
1979	2,365,349,000	0	0	1,150,000,000	3,515,349,000
1980	3,978,259,000	0	0	0	3,978,259,000
1981	4,661,540,000	0	0	0	4,661,540,000
1982	3,532,238,000	0	0	0	3,532,238,000
1983	3,698,807,000	0	0	779,000,000	4,477,807,000
1984	3,018,192,000	0	0	1,225,000,000	4,243,192,000
1985	3,031,500,000	0	0	1,100,000,000	4,131,500,000
1986	2,511,551,000	0	0	1,052,700,000	3,564,251,000
1987	2,433,115,000	0	0	1,002,500,000	3,435,615,000
1988	2,084,552,000	0	0	1,130,500,000	3,215,052,000
1989	2,014,882,000	0	0	1,140,000,000	3,154,882,000
1990	1,911,154,000	0	0	1,135,645,000	3,046,799,000
1991	1,869,683,000	0	0	1,400,000,000	3,269,683,000
TOTAL	38,838,579,000	55,500,000	924,000,000	22,975,748,000	62,793,827,000

* Transfer from UMTA appropriations to "Interim Operating Assistance account administered by the Office of the Secretary of Transportation to implement the Regional Rail Reorganization Act of 1973 pursuant to the Foreign Assistance and Related Programs Appropriations Act, 1974.

TABLE 1

FY 1990 OBLIGATION SUMMARY FOR ALL PROGRAMS

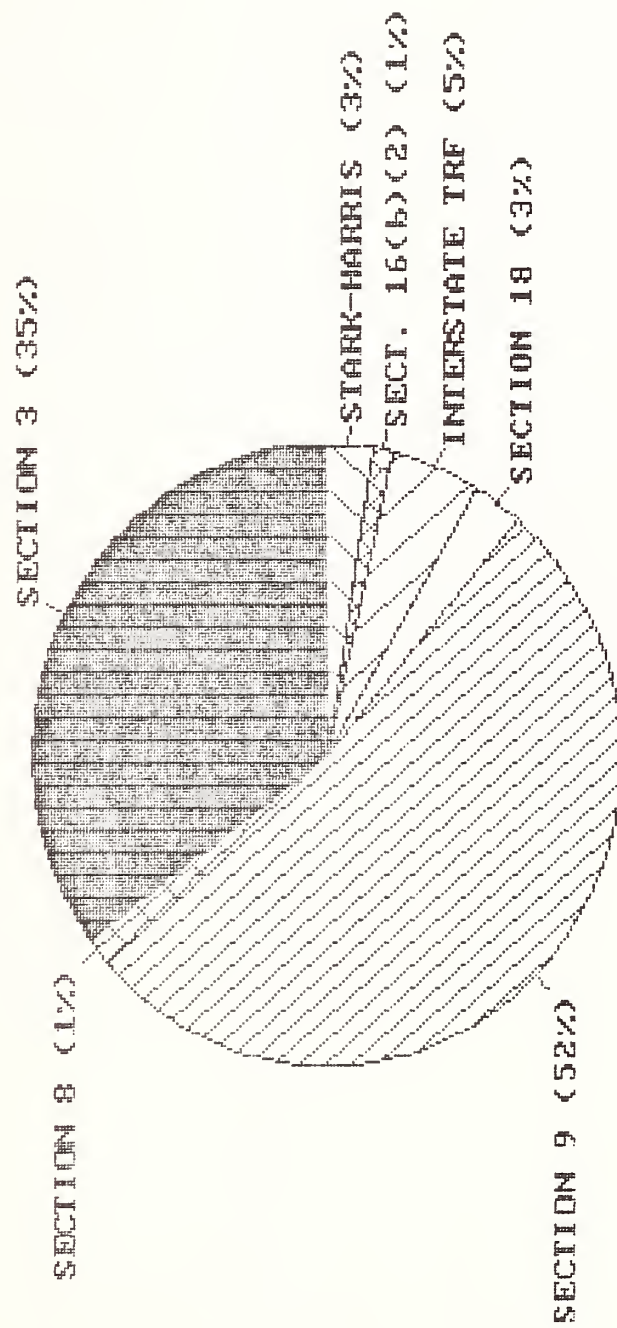
PROGRAM	CAPITAL					TOTAL CAPITAL	OPERATING	PLANNING	GRAND TOTAL
	BUS	RAIL	MOD	NEW SYSTEMS					
SECTION 3	186,823,974	491,499,687		456,232,042	1,134,555,703	0	0	0	1,134,555,703 *
16(b)(2)	34,823,616	0		0	34,823,616	0	0	0	34,823,616
SECTION 8	0	0		0	0	0	0	43,473,527	43,473,527 *
INTERSTATE TRANSFER	3,838,170	96,246,244		59,032,502	159,116,916	0	0	212,500	159,329,416
URBAN SYSTEMS	3,816,750	0		0	3,816,750	0	0	0	3,816,750 *
SECTION 9	497,091,424	411,110,834		3,592,800	911,795,058	765,379,103	16,279,687	1,693,453,848	
SECTION 18	34,548,607	0		0	34,548,607	49,900,337	0	84,448,944	
RTAP	0	0		0	0	0	0	4,418,385	4,418,385
STARK-HARRIS	0	0		84,821,275	84,821,275	0	0	0	84,821,275
TOTAL	760,942,541	998,856,765		603,678,619	2,363,477,925	815,279,440	64,384,099	3,243,141,464	

* DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS. PLEASE REFER TO TABLE 34.

NOTE: SECTION 18 CAPITAL INCLUDES STATE AND PROJECT ADMINISTRATION; SECTION 9 INCLUDES 9B.

OBLIGATION SUMMARY FOR ALL PROGRAMS
FISCAL YEAR 1990
(DOES NOT INCLUDE FAUS OR RTAF)

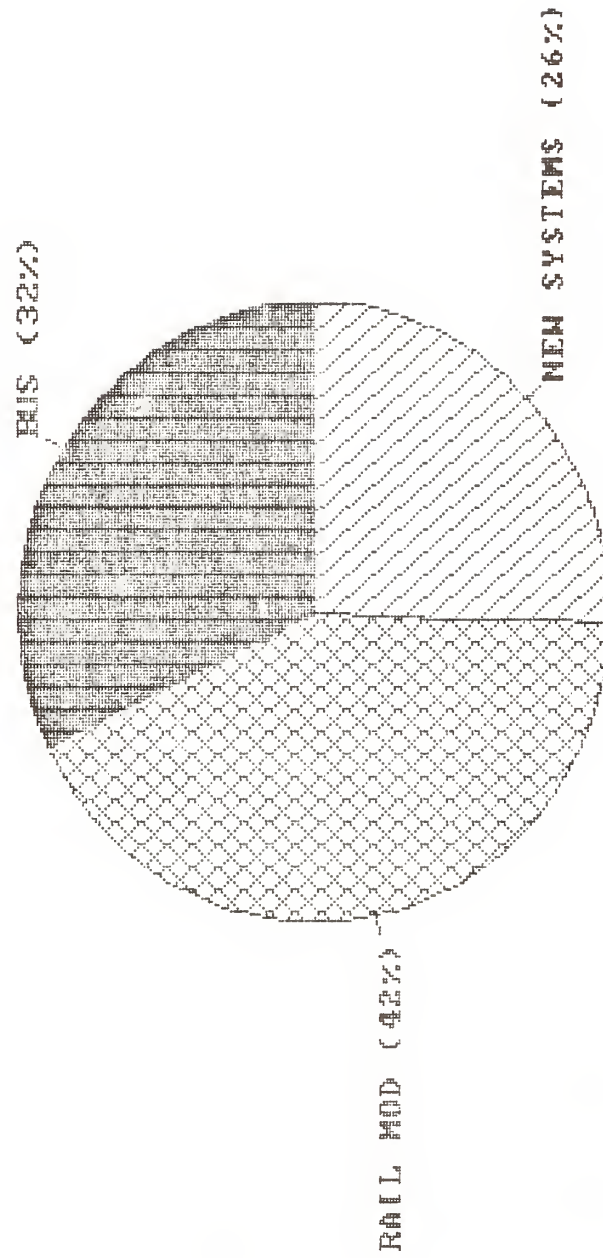
FIGURE 1



SECTION 9 INCLUDES 9B.
PMO NOT INCLUDED

FF 1990
CAPITAL GRANTS FOR ALL PROGRAMS
BY CATEGORY

FIGURE 1A



NOTE: PLANNING IS NOT INCLUDED

TABLE 1-1

FY 1990 OBLIGATIONS FOR CAPITAL AND OPERATING
BY PROGRAM AND POPULATION GROUP

URBANIZED AREAS =====	BUS	RAIL MOD	NEW SYSTEMS	TOTAL		GRAND TOTAL
				CAPITAL	OPERATING	
OVER A MILLION POPULATION						
DISCRETIONARY	122,888,045	491,499,687	456,232,042	1,070,619,774		0 1,070,619,774
FORMULA	322,080,747	408,339,650	3,592,800	734,013,197	485,230,987	1,219,244,184
INTERSTATE TRANSFER	2,258,907	96,246,244	54,684,585	153,189,736		0 153,189,736
STARK-HARRIS	0	0	84,821,275	84,821,275		0 84,821,275
SUB-TOTAL	447,227,699	996,085,581	599,330,702	2,042,643,982	485,230,987	2,527,874,969
200,000 - 1 MILLION						
DISCRETIONARY	23,224,500	0	0	23,224,500		0 23,224,500
FORMULA	121,296,531	2,637,130	0	123,933,661	158,565,643	282,499,304
INTERSTATE TRANSFER	1,580,282	0	4,347,917	5,928,199		0 5,928,199
SUB-TOTAL	146,101,313	2,637,130	4,347,917	153,086,360	158,565,643	311,652,003
50,000 - 200,000						
DISCRETIONARY	26,054,349	0	0	26,054,349		0 26,054,349
FORMULA	53,714,146	134,054	0	53,848,200	121,582,473	175,430,673
INTERSTATE TRANSFER	211,481	0	0	211,481		0 211,481
SUB-TOTAL	79,979,976	134,054	0	80,114,030	121,582,473	201,696,503
RURAL						
DISCRETIONARY	14,657,080	0	0	14,657,080		0 14,657,080
FORMULA	34,548,607	0	0	34,548,607	49,900,337	84,448,944
INTERSTATE TRANSFER	0	0	0	0		0 0
SUB-TOTAL	49,205,687	0	0	49,205,687	49,900,337	99,106,024
GRAND TOTAL	722,514,675	998,856,765	603,678,619	2,325,050,059	815,279,440	3,140,329,499

PLEASE NOTE THAT 16(b)(2), URBAN SYSTEMS, AND RTAP ARE NOT INCLUDED. ONLY INTERSTATE TRANSFER INCLUDES PLANNING.

STARK-HARRIS ACT

Public Law 96-184, the National Capital Transportation Amendments Act of 1979, also known as the "Stark-Harris Act", provides authorization for up to \$1.7 billion of 80 percent Federal matching funds for the construction of the Washington Metrorail system.

Federal funds under this Act were first appropriated in Fiscal Year 1983. Through the end of FY 1990, the Congress has appropriated \$1,591.6 billion for Metrorail construction. The funds remaining under the Stark-Harris Act are sufficient to complete construction of 89.5 miles of the Metrorail system as provided under the terms of a Full Funding Grant Agreement executed with the Washington Metropolitan Area Transit Authority (WMATA) in July of 1986.

The Stark-Harris Act also authorizes the Department of Transportation, through annual appropriations, to pay two-thirds of the annual interest due on outstanding WMATA bonds and to pay two-thirds of the principle due when the bonds are retired. Below are listed the bond interest payments for each fiscal year:

<u>Fiscal Year</u>	<u>Amount</u> <u>(In Millions)</u>
1979	\$ 38.1
1980	65.8
1981	65.9
1982	51.6
1983	51.7
1984	51.7
1985	46.2
1986	51.7
1987	51.7
1988	49.1
1989	51.7
1990	<u>59.7</u>
Total	\$634.9

TABLE 2

21-Feb-91

APPROVED CAPITAL, OPERATING, AND PLANNING GRANTS IN FY 1990
FOR THE 30 LARGEST URBANIZED AREAS
(Population over 1 million)

URBANIZED AREA	CAPITAL					SECTION 8	SECTION 9	TOTAL
	SECTION 3	* SECTION 9	* INTERSTATE TRANSFER	URBAN SYSTEMS	TOTAL CAPITAL	PLANNING	OPERATING	OBLIGATED
BOSTON, MA	71,484,645	27,653,665	1,718,462	0	100,856,772	1,049,500	18,619,784	120,526,056
NEW YORK, NY	182,630,826	220,736,776	34,622,132	0	437,989,734	2,795,592	104,370,016	545,155,342
NORTHEASTERN, NJ	43,659,999	58,575,536	0	0	102,235,535	1,241,140	30,109,410	133,586,085
SW CONNECTICUT	23,372,400	0	0	0	23,372,400	0	2,422,067	25,794,467
BUFFALO, NY	9,999,996	1,812,700	0	0	11,812,696	244,000	6,094,729	18,151,425
BALTIMORE, MD	15,554,496	9,194,126	58,535,435	0	83,284,057	123,300	9,524,529	92,931,886
PHILADELPHIA, PA-NJ	53,604,744	44,510,993	0	0	98,115,737	1,538,700	30,535,615	130,190,052
PITTSBURGH, PA	9,000,000	12,715,880	0	0	21,715,880	479,400	9,658,458	31,853,738
WASHINGTON, DC-MD-VA	25,741,709	34,534,280	0	0	60,275,989	2,295,000	17,167,268	79,738,257
ATLANTA, GA	727,500	14,059,524	0	0	14,787,024	860,151	5,801,886	21,449,061
MIAMI, FL	23,475,000	10,664,800	0	0	34,139,800	400,200	8,525,117	43,065,117
FORT LAUDERDALE, FL	0	2,697,208	0	0	2,697,208	315,000	3,854,208	6,866,416
SAN JUAN, PR	3,000,000	4,605,000	0	0	7,605,000	291,600	7,708,026	15,604,626
CHICAGO, IL	51,614,991	78,519,056	55,193,750	0	185,327,797	2,391,020	46,957,183	234,676,000
NORTHWESTERN IN	18,342,999	2,552,808	0	0	20,895,807	95,000	5,216,064	26,206,871
CINCINNATI, OH	0	2,814,461	0	0	2,814,461	293,400	5,365,463	8,473,324
CLEVELAND, OH	29,892,341	7,063,247	2,258,907	0	39,214,495	607,440	9,801,617	49,623,552
DETROIT, MI	12,000,000	1,536,993	0	0	13,536,993	1,055,000	7,616,059	22,208,052
MILWAUKEE, WI	1,757,002	3,411,650	0	0	5,168,652	0	5,554,521	10,723,173
MINNEAPOLIS-ST. PAUL, MN	7,471,092	6,598,184	0	0	14,069,276	475,000	7,406,114	21,950,390
DALLAS-FT WORTH, TX	0	21,042,984	0	0	21,042,984	1,380,000	5,242,886	27,665,870
HOUSTON, TX	173,424	21,773,412	0	0	21,946,836	784,000	0	22,730,836
NEW ORLEANS, LA	5,764,053	2,683,148	0	0	8,447,201	280,000	5,197,486	13,924,687
KANSAS CITY, MO	0	1,405,279	0	0	1,405,279	265,300	6,730,966	8,401,545
ST. LOUIS, MO	66,949,016	3,954,066	0	0	70,903,082	491,200	10,220,609	81,614,891
PHOENIX, AZ	3,000,000	6,148,202	0	0	9,148,202	508,600	9,615,218	19,272,020
DENVER, CO	36,566,250	6,398,908	0	0	42,965,158	682,200	6,000,559	49,647,917
LOS ANGELES, CA	329,668,113	48,677,150	0	0	378,345,263	2,864,800	58,038,466	439,248,529
SAN FRANCISCO, CA	26,465,715	43,693,189	849,150	0	71,008,054	1,552,300	19,969,859	92,530,213
SAN DIEGO, CA	1,380,000	12,005,866	0	0	13,385,866	628,000	7,427,183	21,441,049
SAN JOSE, CA	404,652	11,209,052	0	0	11,613,704	80,000	6,718,883	18,412,587
PORTLAND, OR	16,699,999	2,547,040	0	0	19,247,039	242,200	4,108,766	23,598,005
SEATTLE-EVERETT, WA	218,812	15,742,572	0	0	15,961,384	435,300	6,074,039	22,470,723
TOTAL	1,070,619,774	741,537,755	153,177,836	0	1,965,335,365	26,744,343	487,653,054	2,479,732,762

* SECTION 9 INCLUDES 9B; PLANNING IS INCLUDED IN SECTION 9.

NOTE: STARK-HARRIS FUNDS FOR WASHINGTON DC (84.4. MIL.) ARE NOT INCLUDED.

TABLE 3
FY 1990 APPROVED CAPITAL, OPERATING AND PLANNING GRANTS FOR STATES
(STARK-HARRIS FUNDING FOR WASHINGTON DC NOT INCLUDED)

STATE	SECTION 3	SECTION 16(b)(2)	CAPITAL				SECTION 9	SECTION 18	INTERSTATE TRANSFER	URBAN SYSTEMS	TOTAL CAPITAL	SECTION 8 PLANNING	SECTION 9 OPERATING	SECTION 18 OPERATING	RTAP	TOTAL OBLIGATED
			*	**	SECTION 9	SECTION 18										
ALABAMA	1,999,998	625,520	2,137,676	1,881,403	0	0	0	0	0	0	6,644,597	473,200	6,999,628	1,693,500	89,633	15,900,558
ALASKA	0	139,089	122,661	51,608	0	0	0	0	0	0	313,358	21,600	1,472,907	292,449	108,630	2,208,944
AMERICAN SAMOA	0	50,934	0	23,898	0	0	0	0	0	0	74,832	0	0	0	10,601	85,433
ARIZONA	3,000,000	460,154	11,942,978	356,249	0	0	0	0	0	0	15,759,381	662,000	11,289,237	607,479	64,983	28,383,080
ARKANSAS	0	476,410	1,570,999	875,108	0	0	0	0	0	0	2,922,517	193,000	872,557	399,869	82,085	4,470,028
CALIFORNIA	358,750,980	2,776,864	129,678,096	1,616,599	849,150	0	0	0	0	0	493,671,689	5,966,700	114,841,500	1,202,472	120,942	615,803,303
COLORADO	36,566,250	392,353	8,093,108	416,231	0	0	0	0	0	0	45,467,942	785,340	9,222,723	557,041	66,254	56,099,300
CONNECTICUT	23,372,400	511,433	20,309,728	431,368	855,967	0	0	0	0	0	45,480,916	389,200	13,621,119	211,047	129,538	59,831,820
DELAWARE	1,599,999	189,446	15,800	0	0	0	0	0	0	0	1,805,245	63,600	1,926,593	167,800	54,223	4,017,461
DIST. OF COL.	21,113,000	208,139	29,140,000	0	0	0	0	0	0	0	50,461,139	2,227,242	16,069,593	0	0	68,757,974
FLORIDA	25,644,999	1,919,536	22,295,144	537,600	0	0	0	0	0	0	50,397,279	1,623,500	30,761,186	1,906,400	93,159	84,781,524
GEORGIA	727,500	715,044	16,623,528	1,101,797	0	0	0	0	0	0	19,167,869	1,139,251	11,000,096	1,014,320	303,038	32,624,574
GUAM ***	0	0	0	32,751	0	0	0	0	0	0	32,751	0	0	185,590	0	218,341
HAWAII	31,950	208,218	2,002,640	99,793	0	0	0	0	0	0	2,342,601	98,600	3,565,189	104,812	55,149	6,166,351
IDAHO	0	224,476	309,805	331,279	0	0	0	0	0	0	865,560	60,000	864,591	253,067	0	2,043,218
ILLINOIS	56,069,490	1,500,046	82,640,405	0	55,193,750	0	0	0	0	0	195,403,691	2,768,900	55,764,100	0	0	253,936,691
INDIANA	18,342,999	748,436	4,757,568	336,944	0	0	0	0	0	0	24,185,947	565,700	14,990,461	1,817,147	103,849	41,663,104
IOWA	710,100	529,848	1,461,668	749,875	0	0	0	0	0	0	3,451,491	262,700	4,226,184	776,646	86,942	8,803,963
KANSAS	618,750	444,542	1,034,530	251,050	0	0	0	0	0	0	2,348,872	98,500	2,755,669	1,265,609	78,101	6,546,751
KENTUCKY	0	593,800	4,268,181	1,062,580	0	0	0	0	0	0	5,924,561	283,600	7,007,164	1,136,871	95,213	14,447,409
LOUISIANA	5,764,053	582,695	5,424,058	0	0	0	0	0	0	0	11,770,806	528,000	10,643,641	1,483,012	87,320	24,512,779
MAINE	999,999	275,244	72,684	372,487	0	0	0	0	0	0	1,720,414	82,300	794,833	275,322	66,302	2,939,171
MARYLAND	15,554,496	564,535	14,849,590	410,327	58,535,435	0	0	0	0	0	89,914,383	1,206,200	11,448,373	385,554	70,028	103,024,538
MASSACHUSETTS	76,330,890	910,540	35,675,862	331,719	1,718,462	0	0	0	0	0	114,967,473	2,017,400	29,349,790	707,673	74,064	147,116,400
MICHIGAN	16,221,627	1,134,826	7,938,563	0	0	0	0	0	0	0	25,295,016	1,525,000	17,307,532	2,575,261	114,806	46,817,615

TABLE 3
FY 1990 APPROVED CAPITAL, OPERATING AND PLANNING GRANTS FOR STATES
(STARK-HARRIS FUNDING FOR WASHINGTON DC NOT INCLUDED)

21-Feb--91

STATE	SECTION 3	SECTION 16(b)(2)	CAPITAL							SECTION 8 PLANNING	SECTION 9 OPERATING	SECTION 18 OPERATING	RTAP	TOTAL OBLIGATED
			SECTION 9	#	**	INTERSTATE TRANSFER	URBAN SYSTEMS	TOTAL CAPITAL						
MINNESOTA	7,471,092	626,007	6,890,643	155,000		211,481	0	15,354,223	615,000	8,951,792	1,462,263	87,651	26,470,929	
MISSISSIPPI	0	452,532	1,219,660	936,421		0	0	2,608,613	319,200	2,058,666	493,056	85,973	5,565,508	
MISSOURI	69,244,612	817,027	5,328,516	177,932		0	0	75,568,087	933,700	18,953,613	1,689,462	92,763	97,237,625	
MONTANA	3,510,867	213,750	600,780	64,160		0	0	4,389,557	129,480	1,187,841	363,576	60,764	6,131,218	
NEBRASKA	831,000	339,745	1,799,668	125,350		0	0	3,095,763	113,100	3,464,249	611,097	48,058	7,332,267	
NEVADA	0	196,692	907,400	73,790		0	0	1,177,882	40,000	1,596,808	78,144	53,823	2,946,657	
NEW HAMPSHIRE	0	233,352	71,440	344,234		0	0	649,026	80,000	2,478,774	336,923	61,685	3,606,408	
NEW JERSEY	43,659,999	1,061,304	62,582,072	173,661		0	0	107,477,036	1,424,952	45,902,291	620,457	69,984	155,494,720	
NEW MEXICO	0	253,247	237,272	308,724		0	0	799,243	112,000	2,067,861	271,037	128,972	3,379,113	
NEW YORK	199,651,373	2,488,048	227,596,980	2,614,129		34,622,132	0	466,972,662	3,791,532	123,062,741	3,024,784	240,307	597,092,026	
NORTH CAROLINA	3,881,250	804,884	1,145,856	2,646,852		0	0	8,478,842	438,600	7,157,189	405,418	122,243	16,602,292	
NORTH DAKOTA	0	207,518	485,100	170,174		0	0	862,792	40,000	916,563	329,403	58,861	2,207,619	
NORTHERN MAR.	0	0	0	0		0	0	0	0	0	0	0	0	
OHIO	29,892,341	1,405,542	27,685,177	1,668,347		2,258,907	3,816,750	66,727,064	1,780,780	32,243,060	1,998,526	129,313	102,878,743	
OKLAHOMA	0	532,384	3,861,880	1,289,478		0	0	5,683,742	260,800	4,993,257	931,357	82,743	11,951,899	
OREGON	18,826,999	445,453	3,210,215	1,133,881		0	0	23,616,548	323,200	5,925,478	374,100	20,000	30,259,326	
PENNSYLVANIA	64,185,744	1,766,460	55,428,093	350,000		0	0	121,730,297	2,794,350	39,076,466	3,124,484	0	166,725,597	
PUERTO RICO	3,000,000	430,612	8,273,132	1,266,540		0	0	12,970,284	291,600	7,708,026	163,936	151,536	21,285,382	
RHODE ISLAND	248,625	262,252	1,057,812	98,333		736,215	0	2,403,237	180,700	4,642,347	8,333	52,912	7,287,529	
SOUTH CAROLINA	0	453,248	2,333,482	1,213,374		0	0	4,000,104	400,600	5,323,704	585,732	85,978	10,396,118	
SOUTH DAKOTA	0	219,362	952,384	186,556		0	0	1,358,302	0	666,656	329,689	60,280	2,414,927	
TENNESSEE	0	712,481	5,052,302	641,683		4,347,917	0	10,754,383	547,800	8,290,196	1,211,584	96,638	20,900,601	
TEXAS	536,931	1,632,599	70,766,696	4,871,313		0	0	77,807,539	3,155,600	21,560,267	6,983,707	144,980	109,652,093	
UTAH	0	241,874	4,853,760	250,460		0	0	5,346,094	395,900	4,394,747	53,945	57,660	10,248,346	

TABLE 3
FY 1990 APPROVED CAPITAL, OPERATING AND PLANNING GRANTS FOR STATES
(STARK-HARRIS FUNDING FOR WASHINGTON DC NOT INCLUDED)

STATE	SECTION 3	SECTION 16(b)(2)	CAPITAL				SECTION 8 PLANNING	SECTION 9 OPERATING	SECTION 18 OPERATING	RTAP	TOTAL OBLIGATED
			SECTION 9	** SECTION 18	INTERSTATE TRANSFER	URBAN SYSTEMS					
VERMONT	0	187,166	37,800	271,597	0	0	40,000	360,874	81,216	58,099	1,036,752
VIRGINIA	8,942,232	679,800	4,372,446	765,000	0	0	410,300	9,684,183	1,373,330	92,874	26,320,165
VIRGIN ISLANDS	3,000,000	129,421	0	7,146	0	0	0	0	64,308	11,798	3,212,673
WASHINGTON	3,922,144	586,006	21,516,078	538,155	0	0	937,200	10,309,555	595,207	78,130	38,482,475
WEST VIRGINIA	8,574,012	386,720	504,856	176,621	0	0	120,600	2,549,337	967,519	78,792	13,358,457
WISCONSIN	1,757,002	712,268	6,633,096	305,584	0	0	735,000	12,711,484	1,738,360	94,158	24,686,952
WYOMING	0	163,734	304,877	453,426	0	0	20,000	346,412	610,443	56,550	1,955,442
TOTAL	1,134,555,703	34,823,616	928,074,745	34,548,607	159,329,416	3,816,750	43,473,527	765,379,103	49,900,337	4,418,385	3,158,320,189

* INCLUDES PLANNING

** INCLUDES STATE AND PROJECT ADMINISTRATION

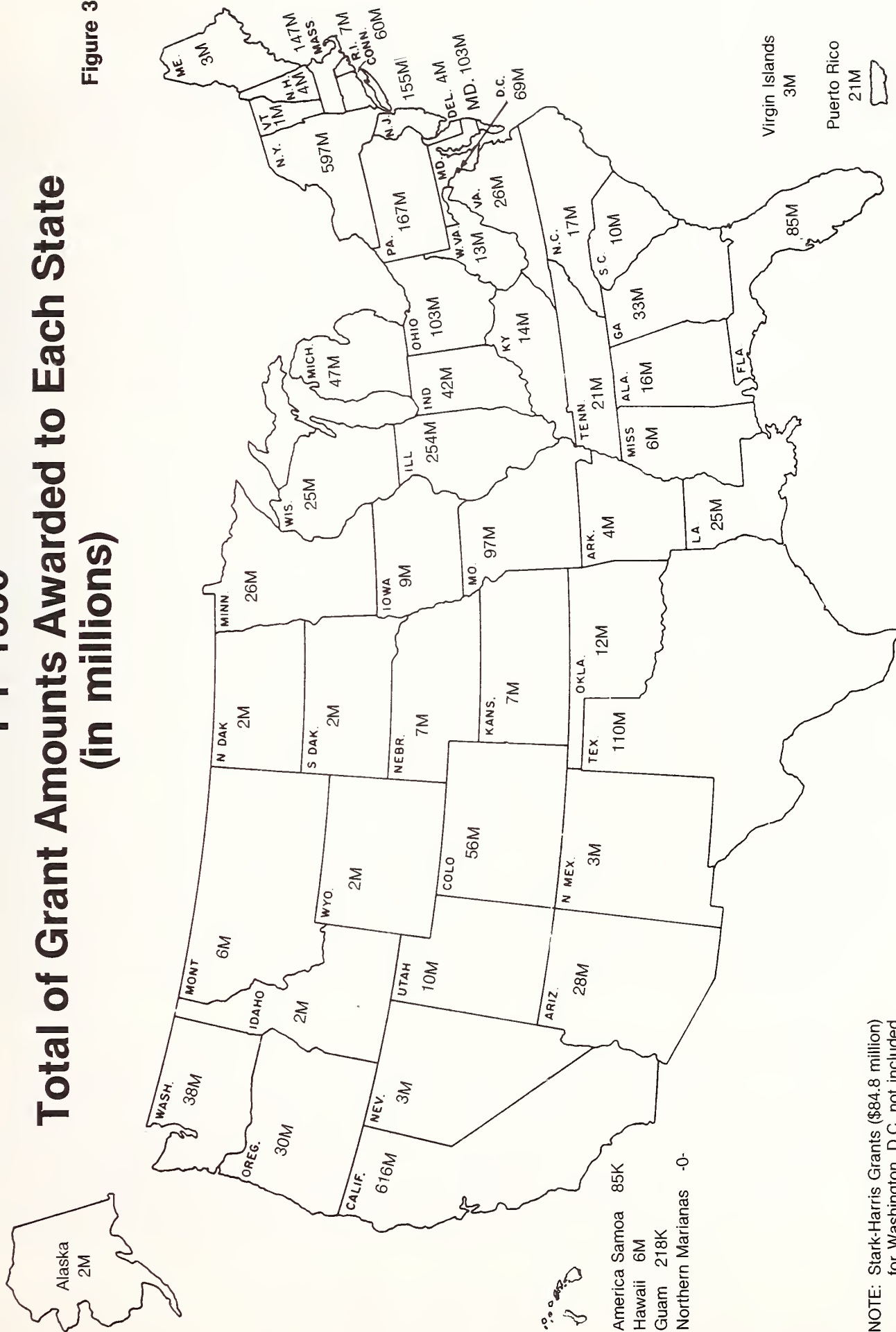
*** SECTION 18 OBLIGATIONS FOR GUAM INCLUDES 127,950 FROM 16(b)(2) AND 11,973 FROM RTAP.

NOTE: SECTION 9 INCLUDES 9B.

FY 1990

Total of Grant Amounts Awarded to Each State (in millions)

Figure 3



NOTE: Stark-Harris Grants (\$84.8 million) for Washington, D.C. not included

SECTION 3 DISCRETIONARY CAPITAL GRANT PROGRAM

The Urban discretionary grant program is one of the few large discretionary grant programs in the Federal Government. Administered under the provisions of Section 3 of the Urban Mass Transportation Act of 1964, as amended, the program was, in fact, authorized in 1964. Discretionary capital assistance grants are made to states and local public agencies at 75% of the total cost of the purchase of transit system equipment, including rolling stock, as well as the planning, engineering, land acquisition, construction, and modernization of transit system facilities, including the construction of new fixed guideway systems. Funds for the Section 3 discretionary program are provided solely from the Federal motor fuel tax, one cent of which is dedicated to mass transit activities. Under the Secretary's Section 3 Overmatch Initiative announced in FY 1989, those areas that provide more than the required 25 percent local matching share will receive increased consideration for project approval.

Three categories comprise the Section 3 program: 1) Bus and Bus Related; 2) Rail Modernization; and 3) New Systems. Under the terms of legislation passed in 1987, 40% of Section 3 funds must go for rail modernization, another 40% for new system construction, and 10% for bus and bus-related activities. The remaining 10% is technically undesignated as to category, but in practice has been allocated among the three categories by Congress during the appropriations process. Funds are restricted to activities associated with each category. For example, bus and bus related category must be used for the acquisition of bus rolling stock and ancillary equipment, and the construction of bus facilities (i.e. maintenance facilities, garages, storage areas, bus terminals, and the like). Likewise, rail modernization funds can only be applied to aging rail systems, principally in the "eight old rail cities" (defined as Boston, New York, Northeast New Jersey, Philadelphia, Pittsburgh, Chicago, Cleveland and San Francisco). These funds typically fund infrastructure improvements (track and right of way rehabilitation, station modernization, rolling stock renewal, safety-related improvements, signal and power modernization, etc). New Systems funds provide resources for the construction of new rail systems (e.g. Atlanta, Miami, Baltimore, San Jose, etc.). Eligible projects are subjected to a rigorous planning process (alternative analysis) to determine potential performance and ranking vis-a-vis other competing projects. New Systems funds are invariably earmarked by Congress.

Prior to the passage of major legislation in 1982, the Section 3 program was UMTA's basic and principal capital assistance program. Since then, the Section 3 program has changed direction, assuming a supplementary role, with the Section 9 formula program becoming the main source of Federal funding for routine, year-to-year capital needs. Section 3 is thus used principally to assist in the funding of high priority projects, often of a one-time nature, that exceed the level of available Section 9 formula funds, as well as other local resources.

TABLE 4

FY 1990
SECTION 3 URBAN DISCRETIONARY PROGRAM
OBLIGATION BY STATE AND CATEGORY

DATE: 5-31-91

STATE	BUS	RAIL MOD	NEW SYSTEMS	FY 1990 TOTAL
CONNECTICUT	0	23,372,400	0	23,372,400
MASSACHUSETTS	4,957,890	71,373,000	0	76,330,890
MAINE	999,999	0	0	999,999
RHODE ISLAND	248,625	0	0	248,625
NEW YORK	20,558,672	179,092,701	0	199,651,373
NEW JERSEY	1,470,000	40,200,000	1,989,999	43,659,999
VIRGIN ISLANDS	3,000,000	0	0	3,000,000
DELAWARE	1,599,999	0	0	1,599,999
WASHINGTON DC	21,113,000	0	0	21,113,000
PENNSYLVANIA	6,581,001	57,604,743	0	64,185,744
MARYLAND	7,304,496	8,250,000	0	15,554,496
VIRGINIA	8,942,232	0	0	8,942,232
NORTH CAROLINA	3,881,250	0	0	3,881,250
WEST VIRGINIA	8,574,012	0	0	8,574,012
ALABAMA	1,999,998	0	0	1,999,998
FLORIDA	5,544,999	0	20,100,000	25,644,999
GEORGIA	727,500	0	0	727,500
PUERTO RICO	3,000,000	0	0	3,000,000
ILLINOIS	8,204,499	46,872,975	992,016	56,069,490
INDIANA	0	18,342,999	0	18,342,999
MICHIGAN	16,221,627	0	0	16,221,627
MINNESOTA	7,471,092	0	0	7,471,092
OHIO	10,277,585	19,614,756	0	29,892,341
WISCONSIN	1,757,002	0	0	1,757,002
LOUISIANA	0	5,764,053	0	5,764,053
TEXAS	536,931	0	0	536,931
IOWA	710,100	0	0	710,100
KANSAS	618,750	0	0	618,750
MISSOURI	2,733,600	0	66,511,012	69,244,612
NEBRASKA	831,000	0	0	831,000
ARIZONA	3,000,000	0	0	3,000,000
COLORADO	0	0	36,566,250	36,566,250
MONTANA	3,510,867	0	0	3,510,867
CALIFORNIA	7,666,155	21,012,060	330,072,765	358,750,980
HAWAII	31,950	0	0	31,950
OREGON	18,826,999	0	0	18,826,999
WASHINGTON	3,922,144	0	0	3,922,144
TOTAL	186,823,974	491,499,687	456,232,042	1,134,555,703

NOTE: DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

FY 1990
SECTION 3 OBLIGATIONS BY STATE AND CATEGORY
PROGRAM MANAGEMENT OVERSIGHT NOT INCLUDED

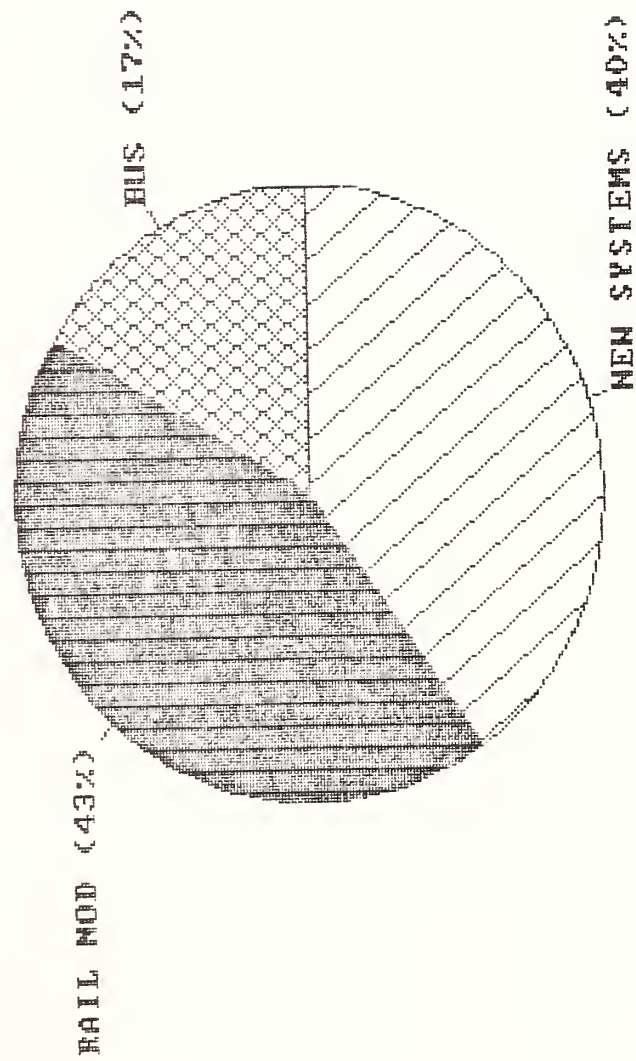


FIGURE 4

TABLE 5
SECTION 3 FUNDS OBLIGATED FOR BUS AND BUS RELATED EXPENDITURES
FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION

POPULATION GROUP	FY 1990
200,000 - 1 MILLION POPULATION	\$ AMOUNT
SPRINGFIELD, MA	439,998
PROVIDENCE, RI	248,625
SYRACUSE, NY	1,252,250
ALBANY, NY	375,000
NORFOLK, VA	340,500
WILMINGTON, DE	1,599,999
CHARLOTTE, NC	3,881,250
HAMPTON, VA	3,600,000
ORLANDO, FL	1,950,000
PEORIA, IL	2,499,999
LANSING, MI	1,227,532
GRAND RAPIDS, MI	1,074,015
SACRAMENTO, CA	757,500
TACOMA, WA	2,533,332
SUB-TOTAL	21,780,000
50,000 - 200,000	
BROCKTON, MA	3,999,999
MONTACHUSETT, MA	406,248
POUGHKEEPSIE, NY	4,900,500
ELMIRA, NY	492,801
READING, PA	1,581,000
ROANOKE, VA	373,023
CHARLESTON, WV	3,971,038
PARKERSBURG, WV	280,294
WHEELING, WV	2,625
HUNTINGTON, WV	602,625
LAKELAND, FL	219,999
BLOOMINGTON, IL	418,500
DECATUR, IL	91,500
ROCK ISLAND, IL	1,444,500
BATTLE CREEK, MI	65,311
JACKSON, MI	746,628
SAGINAW, MI	92,095
DUBUQUE, IA	435,600
IOWA CITY, IA	48,750
SIOUX CITY, IA	131,250
WATERLOO, IA	94,500
SPRINGFIELD, MO	1,182,446
ST. JOSEPH, MO	39,750
OSAGE BEACH, MO	165,000
GREAT FALLS, MT.	1,579,617
BILLINGS, MT	1,931,250
SANTA CRUZ, CA	75,000
EUGENE, OR	2,127,000
SUB-TOTAL	27,498,849
RURAL	
MAINE	999,999
ST. THOMAS, VI	3,000,000
WEST VIRGINIA	3,717,430
ALABAMA	1,999,998
MICHIGAN	1,016,046
BASTROP, TX	363,507
FARMINGTON, MO	18,000
MISSOURI	890,400
KANSAS	618,750
NEBRASKA	831,000
HAWAII	31,950
HOGUJAM, WA	1,170,000
SUB-TOTAL	14,657,080
GRAND TOTAL	63,935,929

PLEASE NOTE THAT THE FUNDS OBLIGATED FOR MAINE ARE FOR A FERRY BOAT.

TABLE 6
FY 1990 SECTION 3 FUNDS OBLIGATED FOR THE PURCHASE OF VEHICLES
BY POPULATION GROUP AND BY TYPE

				3/14/91
URBANIZED AREA	SMALL BUSES	STANDARD BUSES	VANS	\$ AMOUNT
=====				
OVER 1 MILLION POP.				
BUFFALO, NY	0	13	0	1,999,998
NEW YORK, NY	0	12	0	3,538,125
PITTSBURGH, PA	0	88	0	5,000,001
ATLANTA, GA	0	5	0	727,500
MIAMI, FL	0	15	0	3,225,000
SAN JUAN, PR	0	20	0	3,000,000
DETROIT, MI	60	34	0	12,000,000
MILWAUKEE, WI	0	15	0	1,757,002
MINNEAPOLIS, MN	4	37	0	7,471,092
ST. LOUIS, MO	14	0	2	438,004
SAN DIEGO, CA	0	7	0	1,380,000
SAN FRANCISCO, CA	0	0	5	187,500
PORTLAND, OR	43	64	0	14,200,000
SEATTLE, WA	0	0	6	218,812
SUB-TOTAL	121	310	13	55,143,034
UNDER 1 MILLION POP.				
ALBANY, NY	0	2	0	375,000
WILMINGTON, DE	0	40	0	1,599,999
CHARLOTTE, NC	0	25	0	3,881,250
HAMPTON, VA	0	30	0	3,600,000
ORLANDO, FL	0	13	0	1,950,000
PEORIA, IL	0	14	0	2,499,999
ROCK ISLAND, IL	0	11	0	1,444,500
LANSING, MI	0	10	0	1,227,532
GRAND RAPIDS, MI	0	9	0	1,074,015
SACRAMENTO, CA	0	3	0	757,500
TACOMA, WA	0	16	0	2,533,332
SUB-TOTAL	0	173	0	20,943,127
BROCKTON, MA	0	30	0	3,999,999
MONTACHUSETT, MA	0	2	7	406,248
ELMIRA, NY	5	0	0	492,801
READING, PA	0	13	0	1,581,000
CHARLESTON, WV	5	13	0	2,391,225
PARKERSBURG, WV	2	0	0	280,294
HUNTINGTON, WV	4	0	0	570,750
LAKELAND, FL	4	0	0	219,999
BLOOMINGTON, IL	8	0	0	418,500
IOWA CITY, IA	1	0	0	48,750
SIOUX CITY, IA	0	1	0	131,250
WATERLOO, IA	2	0	2	94,500
SPRINGFIELD, MO	4	7	0	1,182,446
ST. JOSEPH, MO	0	0	2	39,750
GREAT FALLS, MT.	13	0	0	1,579,617
BILLINGS, MT.	0	12	0	1,931,250
SANTA CRUZ, CA	0	0	4	75,000
EUGENE, OR	0	22	0	2,127,000
SUB-TOTAL	48	100	15	17,570,379
RURAL				
ST. THOMAS, VI	18	0	0	2,365,425
WEST VIRGINIA	47	0	11	2,709,451
ALABAMA	25	0	75	1,999,998
KANSAS	2	0	24	450,000
MISSOURI	8	1	38	890,400
NEBRASKA	0	0	39	831,000
HOQUIAM, WA	0	10	0	1,170,000
SUB-TOTAL	100	11	187	10,416,274
GRAND TOTAL	269	594	215	104,072,814

Section 9

Section 9 is a formula grant program for urbanized areas, providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became UMTA's major transit assistance program in FY 1984. (For FY 1983, a transition year, a special one-year-only version of Section 9, called 9A, was in operation). Under Section 9, UMTA provides funding for capital and planning at 80 percent and for operating up to 50 percent. Funds are apportioned to urbanized areas utilizing a formula based on population, population density and other factors associated with transit service and ridership. Section 9 is funded from General Revenues. However, beginning in FY 1988, Section 9 has been supplemented with small sums of capital-only funds that are apportioned together with Section 9, but drawn from the one-cent motor fuel tax that is also the source of funds for the Section 3 program. These special capital funds are designated as Section 9B, although in practice they do not constitute a separate UMTA grant program.

For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000 the funds go to the Governor of each State for distribution. In FY 1990, a total of \$1.7 billion was obligated, about the same as FY 1989. Of this amount \$928 million was used for capital investments and the remaining \$765 million was used for operating purposes.

As a group, the urbanized areas with populations over 1 million were the largest recipients. They received \$1.2 billion or 72 percent of Section 9 funding. Comparatively, the overall obligational level for FY 1990 was \$18.7 million less than the previous year. This is attributable to the decrease in the availability of funds. Obligations for operating assistance were reduced by \$13.7 million which represents 73% of the decrease.

TABLE 7

03-Apr-91

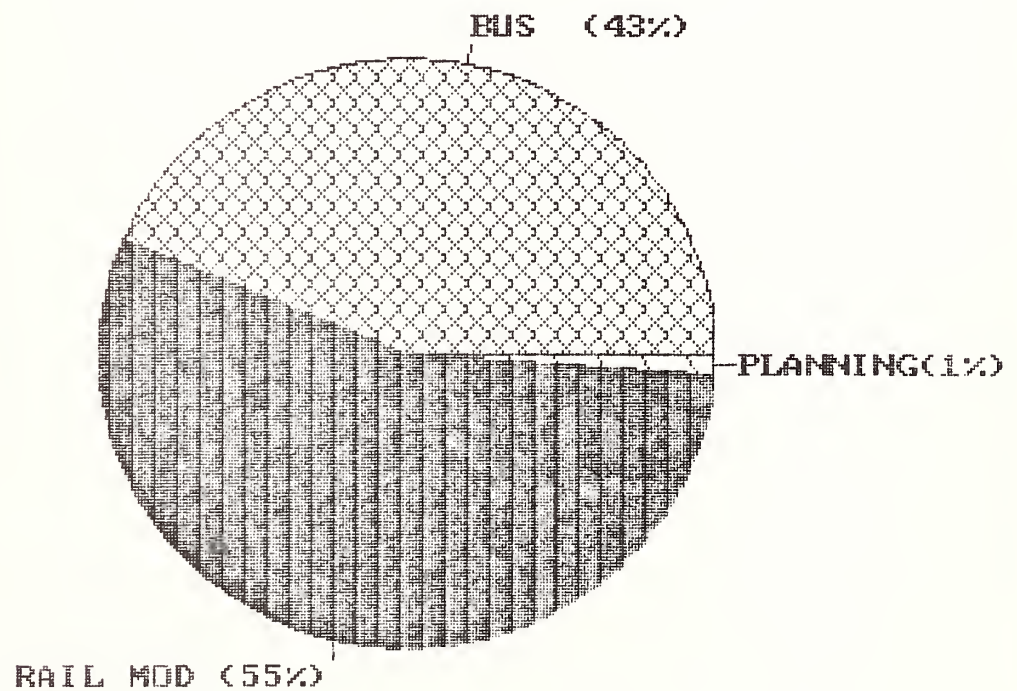
SECTION 3 (DISCRETIONARY) AND FORMULA (SECTION 9) OBLIGATIONS
BY CATEGORY
FOR URBANIZED AREAS OVER 1 MILLION POPULATION - FY 1990

URBANIZED AREA	SECTION 3										SECTION 9										GRAND TOTAL ////////
	BUS	RAIL MOO	NEW SYSTEMS	TOTAL	8US	RAIL MOO	NEW SYSTEMS	PLANNING	TOTAL	OPERATING											
BOSTON	111,645	71,373,000	0	71,484,645	31,100	27,622,565	0	0	27,653,665	18,619,784	117,758,094										
NEW YORK, NY	3,538,125	179,092,701	0	182,630,826	18,352,776	202,384,000	0	0	220,736,776	104,370,016	507,737,618										
NORTHEASTERN, NJ	1,470,000	40,200,000	1,989,999	43,659,999	17,021,840	41,553,696	0	0	58,575,536	30,109,410	132,344,945										
SW CONNECTICUT	0	23,372,400	0	23,372,400	0	0	0	0	0	2,422,067	25,794,467										
BUFFALO, NY	9,999,996	0	0	9,999,996	1,812,700	0	0	0	1,812,700	6,094,729	17,907,425										
BALTIMORE, MO	7,304,496	8,250,000	0	15,554,496	6,865,226	2,328,900	0	0	9,194,126	9,524,529	34,273,151										
PHILADELPHIA, PA	0	53,604,744	0	53,604,744	3,788,800	40,722,193	0	0	44,510,993	30,535,615	128,651,352										
S NEW JERSEY	0	0	0	0	0	0	0	0	0	0	0										
PITTSBURGH, PA	5,000,001	3,999,999	0	9,000,000	11,935,880	540,000	0	240,000	12,715,880	9,658,458	31,374,338										
WASHINGTON, DC-MO-VA	25,741,709	0	0	25,741,709	14,966,000	19,568,280	0	0	34,534,280	17,167,268	77,443,257										
ATLANTA, GA	727,500	0	0	727,500	12,508,456	0	0	1,551,068	14,059,524	5,801,886	20,588,910										
MIAMI, FL	3,375,000	0	20,100,000	23,475,000	6,011,200	4,173,600	0	480,000	10,664,800	8,525,117	42,664,917										
FORT LAUDERDALE, FL	0	0	0	0	2,697,208	0	0	0	2,697,208	3,854,208	6,551,416										
SAN JUAN, PR	3,000,000	0	0	3,000,000	4,605,000	0	0	0	4,605,000	7,708,026	15,313,026										
CHICAGO, IL	3,750,000	46,872,975	992,016	51,614,991	35,475,746	43,043,310	0	0	78,519,056	46,957,183	177,091,230										
NORTHWESTERN, IN	0	18,342,999	0	18,342,999	1,256,117	1,004,691	0	292,000	2,552,808	5,216,064	26,111,871										
CINCINNATI, OH	0	0	0	0	2,814,461	0	0	0	2,814,461	5,365,463	8,179,924										
CLEVELAND, OH	10,277,585	19,614,756	0	29,892,341	6,807,247	256,000	0	0	7,063,247	9,801,617	46,757,205										
DETROIT, MI	12,000,000	0	0	12,000,000	1,536,993	0	0	0	1,536,993	7,616,059	21,153,052										
MILWAUKEE, WI	1,757,002	0	0	1,757,002	2,973,650	0	0	438,000	3,411,650	5,554,521	10,723,173										
MINNEAPOLIS-ST PAUL, MN	7,471,092	0	0	7,471,092	6,598,184	0	0	0	6,598,184	7,406,114	21,475,390										
DALLAS-FORT WORTH, TX	0	0	0	0	20,627,984	0	0	415,000	21,042,984	5,242,886	26,285,870										
HOUSTON, TX	173,424	0	0	173,424	21,773,412	0	0	0	21,773,412	0	21,946,836										
NEW ORLEANS, LA	0	5,764,053	0	5,764,053	2,683,148	0	0	288,000	1,405,279	6,730,966	13,644,687										
KANSAS CITY, MO-IL	0	0	0	0	1,117,279	0	0	0	1,117,279	0	8,136,245										
ST. LOUIS, MO-IL	438,004	0	0	438,004	3,954,066	0	0	0	3,954,066	10,220,609	81,123,691										
PHOENIX, AZ	3,000,000	0	66,511,012	69,511,012	5,233,430	0	0	0	5,233,430	9,615,218	18,763,420										
DENVER, CO	0	0	36,566,250	36,566,250	6,278,908	0	0	914,772	6,148,202	6,000,559	48,965,717										
LOS ANGELES-LONG BEACH, CA	0	0	329,668,113	329,668,113	48,271,532	0	0	405,618	48,677,150	58,038,466	436,383,729										
SAN FRANCISCO-OAKLAND, CA	5,453,655	21,012,060	0	26,465,715	25,801,890	17,891,299	0	0	43,693,189	19,969,859	90,128,763										
SAN DIEGO, CA	1,380,000	0	0	1,380,000	8,346,666	0	2,300,000	1,359,200	12,005,866	7,427,183	20,813,049										
SAN JOSE, CA	0	0	404,652	404,652	5,157,936	6,051,116	0	0	11,209,052	6,718,883	18,332,587										
PORTLAND, OR-WA	16,699,999	0	0	16,699,999	735,840	0	1,292,800	518,400	2,547,040	4,108,766	23,355,805										
SEATTLE-EVERETT, WA	218,812	0	0	218,812	14,040,072	1,200,000	0	502,500	15,742,572	6,074,039	22,035,423										
TOTAL	122,888,045	491,499,687	456,232,042	1,070,619,774	322,080,747	408,339,650	3,592,800	7,524,558	741,537,755	487,653,054	2,299,810,583										

* Includes 98

FY 1990 SECTION 9 CAPITAL OBLIGATIONS
FOR URBANIZED AREAS OVER 1 MILLION POPULATION

FIGURE 7



9B IS INCLUDED
NEW SYSTEMS (.5%) IS NOT INCLUDED

TABLE 8

28-Feb-91

FY 1990 SECTION 9 OBLIGATIONS
BY POPULATION GROUP

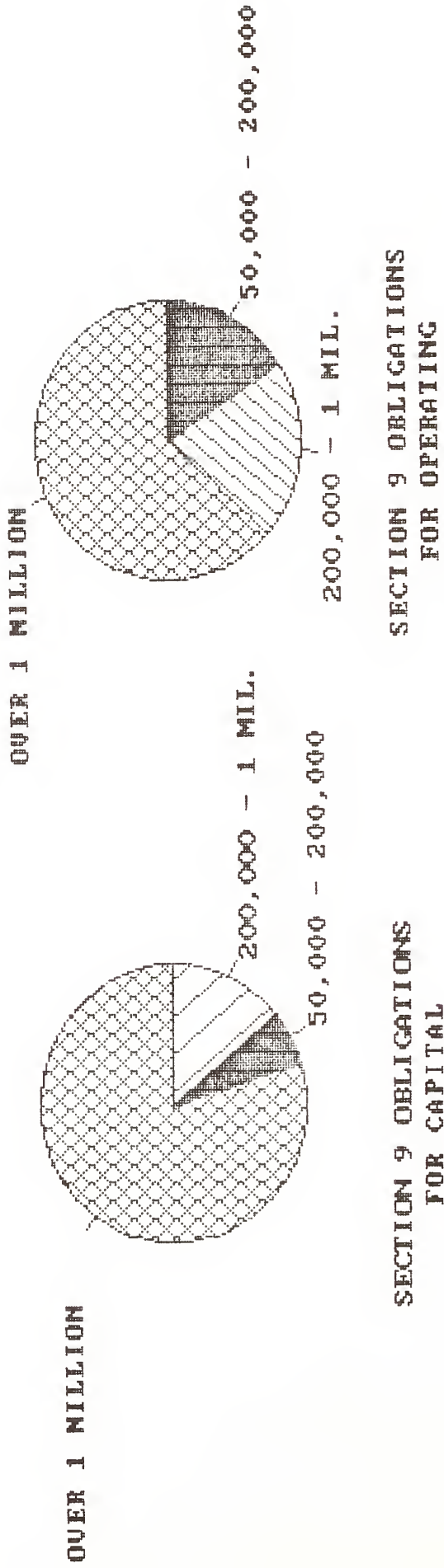
ACTIVITY	OVER 1 MILLION	200,000 -	50,000 -	TOTAL
-----	-----	1,000,000	200,000	AMOUNT
-----	-----	-----	-----	
BUS PURCHASES	\$ 193,474,756	68,626,748	35,569,031	297,670,535
BUS MAINTENANCE FACILITY	32,433,932	9,078,508	2,151,104	43,663,544
BUS OTHER	96,172,059	43,591,275	15,994,011	155,757,345
RAIL MODERNIZATION	408,339,650	2,637,130	134,054	411,110,834
NEW SYSTEMS	3,592,800	0	0	3,592,800
PLANNING	7,524,558	5,497,374	3,257,755	16,279,687
 SUB-TOTAL	 741,537,755	 129,431,035	 57,105,955	 928,074,745
OPERATING	485,230,987	158,565,643	121,582,473	765,379,103

GRAND TOTAL \$ 1,693,453,848

NOTE: SECTION 9 INCLUDES 9B.

SECTION 9 OBLIGATIONS BY POPULATION GROUP
CAPITAL AND OPERATING
FY 1990

FIGURE 8



SECTION 18

The Section 18 program provides funding for public transportation in nonurbanized areas. Since Fiscal Year 1979 when the program was authorized, Congress has appropriated \$65-75 million annually for Section 18. In addition, between \$10 million and \$20 million a year has been transferred annually to Section 18 from Section 9 under a statutory provision allowing the Governor of any State to transfer funds to Section 18 from the Governor's apportionment of Section 9 funds for cities under 200,000. UMTA apportions Section 18 funds to the States according to a formula based on each State's population in rural and small urban areas (under 50,000 population). The funds are available to the State for obligation for the year of apportionment plus two additional years. Any funds which are not obligated during the period of availability are redistributed among all the States. The States administer the program in accordance with State Management Plans. Eligible recipients include public bodies and private non-profit organizations. Participation by private for-profit enterprises under contract to an eligible recipient is encouraged. Section 18 financial assistance may be used for capital and administrative expenses, with a Federal share of eighty percent, and for operating expenses, with a Federal share of fifty percent. The State may use up to fifteen percent of its apportionment for program administration, planning, and technical assistance, with no local match required. Coordination with other Federally assisted transportation services, such as those funded by the Department of Health and Human Services, is also encouraged, and income received through purchase of service contracts with human service agencies may be used as local match.

RURAL TRANSIT ASSISTANCE PROGRAM

Since Fiscal Year 1987, Congress has appropriated approximately \$5 million a year for the Rural Transit Assistance Program (RTAP) to provide training, technical assistance, research, and related support services, for providers of rural public transportation. UMTA allocates 85% of the funds to the States to be used to develop State programs for rural training and technical assistance. The allocation formula provides \$50,000 to each State, and \$10,000 to each insular area, and distributes the remainder according to the rural population-based Section 18 formula. There is no local share requirement. The remaining 15% of the annual appropriation is used to support a National program, which is administered through a contract to a consortium led by the American Public Works Association (APWA) and directed by a Program Review board consisting of local rural providers and State program administrators.

TABLE 9

SECTION 18 FUNDS OBLIGATED IN FY 1990 BY STATE AND BY PURPOSE

STATE	NO. OF SUB- RECIPIENTS	CAPITAL	OPERATING	STATE ADMIN	PROJECT ADMIN	TOTAL OBLIGATIONS
ALABAMA	30	0	1,693,500	236,235	1,645,168	3,574,903
ALASKA	6	0	292,449	51,608	0	344,057
AMERICAN SAMOA	1	20,313	0	3,585	0	23,898
ARIZONA	13	97,535	607,479	89,306	169,408	963,728
ARKANSAS	6	87,919	399,869	191,246	595,943	1,274,977
CALIFORNIA	43	1,193,738	1,202,472	422,861	0	2,819,071
COLORADO	16	6,881	557,041	96,883	312,467	973,272
CONNECTICUT	6	0	211,047	87,988	343,400	642,435
DELAWARE	1	0	167,800	0	0	167,800
FLORIDA	37	537,600	1,906,400	0	0	2,444,000
GEORGIA	67	440,000	1,014,320	317,417	344,380	2,116,117
GUAM *	1	0	185,590	32,751	0	218,341
HAWAII	3	54,602	104,812	0	45,191	204,605
IDAHO	7	38,640	253,067	0	292,639	584,346
ILLINOIS	0	0	0	0	0	0
INDIANA	18	139,787	1,817,147	197,157	0	2,154,091
IOWA	24	701,475	776,646	48,400	0	1,526,521
KANSAS	67	83,552	1,265,609	167,498	0	1,516,659
KENTUCKY	20	10,000	1,136,871	187,750	864,830	2,199,451
LOUISIANA	38	0	1,483,012	0	0	1,483,012
MAINE	11	0	275,322	97,171	275,316	647,809
MARYLAND	17	275,400	385,554	25,000	109,927	795,881
MASSACHUSETTS	9	0	707,673	143,438	188,281	1,039,392
MICHIGAN	58	0	2,575,261	0	0	2,575,261
MINNESOTA	54	0	1,462,263	155,000	0	1,617,263
MISSISSIPPI	6	344,112	493,056	214,421	377,888	1,429,477
MISSOURI	23	59,512	1,689,462	118,420	0	1,867,394
MONTANA	11	0	363,576	64,160	0	427,736
NEBRASKA	54	0	611,097	125,350	0	736,447
NEVADA	6	0	78,144	22,790	51,000	151,934
NEW HAMPSHIRE	5	480	336,923	69,651	274,103	681,157
NEW JERSEY	17	33,808	620,457	79,409	60,444	794,118
NEW MEXICO	14	109,960	271,037	30,000	168,764	579,761
NEW YORK	42	2,614,129	3,024,784	0	0	5,638,913
NORTH CAROLINA	30	1,179,023	405,418	680,614	787,215	3,052,270
NORTH DAKOTA	23	82,974	329,403	36,000	51,200	499,577
NORTHERN MARIANAS	0	0	0	0	0	0
OHIO	39	1,252,451	1,998,526	415,896	0	3,666,873
OKLAHOMA	14	370,200	931,357	192,778	726,500	2,220,835
OREGON	16	860,231	374,100	116,000	157,650	1,507,981
PENNSYLVANIA	22	0	3,124,484	350,000	0	3,474,484
PUERTO RICO	4	1,231,096	163,936	35,444	0	1,430,476
RHODE ISLAND	1	0	8,333	98,333	0	106,666
SOUTH CAROLINA	10	16,792	585,732	214,446	982,136	1,799,106
SOUTH DAKOTA	15	44,000	329,689	60,000	82,556	516,245
TENNESSEE	11	29,600	1,211,584	0	612,083	1,853,267
TEXAS	33	0	6,983,707	550,000	4,321,313	11,855,020
UTAH	5	204,800	53,945	45,660	0	304,405
VERMONT	7	2,000	81,216	48,273	221,324	352,813
VIRGINIA	11	765,000	1,373,330	0	0	2,138,330
VIRGIN ISLANDS	1	0	64,308	7,146	0	71,454
WASHINGTON	25	426,373	595,207	111,782	0	1,133,362
WEST VIRGINIA	12	5,000	967,519	171,621	0	1,144,140
WISCONSIN	39	205,584	1,738,360	100,000	0	2,043,944
WYOMING	20	79,865	610,443	39,051	334,510	1,063,869
TOTAL	1,069	13,604,432	49,900,337	6,548,539	14,395,636	84,448,944

* Includes 16(b)(2) allocation of 127,950 and 11,973 of RTAP.

SECTION 18 OBLIGATIONS BY CATEGORY
FISCAL YEAR 1990

FIGURE 9

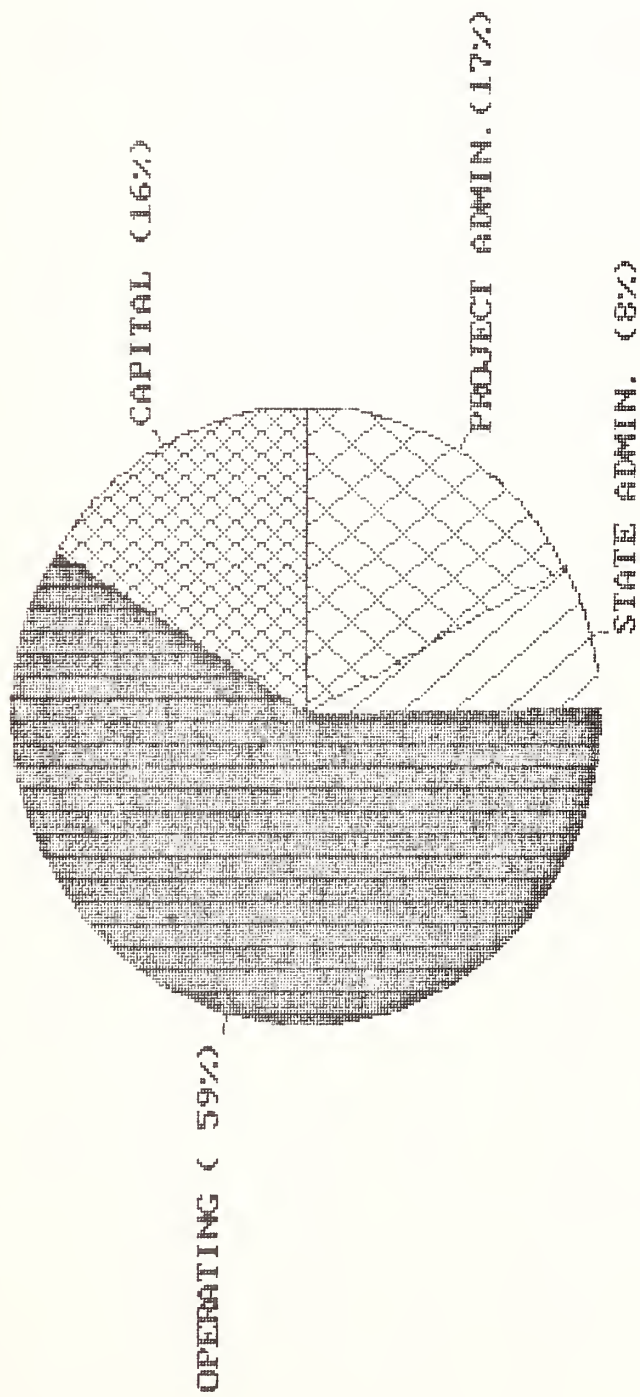


TABLE 10

FY 1990 SECTION 18 FUNDS OBLIGATED FOR THE PURCHASE OF VEHICLES

	SMALL BUSES	STANDARD BUSES	SCHOOL * BUSES	VANS	STATION WAGONS & SEDANS	TOTAL
ALABAMA	0	0	0	0	0	0
AMERICAN SAMOA	0	0	0	0	0	0
ARIZONA	3	0	0	3	0	6
ARKANSAS	2	0	0	0	0	2
CALIFORNIA	13	1	0	41	6	61
COLORADO	0	0	0	0	0	0
FLORIDA	12	0	0	28	0	40
GEORGIA	0	0	0	25	0	25
HAWAII	0	1	0	2	0	3
IDAHO	1	0	0	1	0	2
INDIANA	2	0	0	0	1	3
IOWA	10	0	1	14	1	26
KANSAS	0	0	0	4	5	9
KENTUCKY	0	0	0	0	0	0
MARYLAND	8	0	0	3	0	11
MISSISSIPPI	0	7	0	2	0	9
MISSOURI	0	0	0	0	0	0
NEVADA	0	0	0	0	0	0
NEW JERSEY	0	0	0	0	0	0
NEW MEXICO	1	0	0	0	1	2
NEW YORK	20	5	0	0	0	25
NORTH CAROLINA	3	0	0	66	0	69
NORTH DAKOTA	1	0	0	2	0	3
OHIO	2	0	0	37	12	51
OKLAHOMA	14	0	0	1	0	15
OREGON	3	4	0	2	0	9
SOUTH DAKOTA	1	0	0	0	0	1
TENNESSEE	0	0	0	47	0	47
TEXAS	0	0	0	0	0	0
UTAH	2	0	0	2	0	4
VERMONT	0	0	0	0	0	0
VIRGINIA	0	1	0	20	0	21
WASHINGTON	4	1	0	0	0	5
WISCONSIN	0	0	0	1	14	15
WYOMING	0	0	0	0	0	0
TOTAL	102	20	1	301	40	464

** BUS SIZE NOT AVAILABLE

TABLE 11

FY 1990 OBLIGATIONS
RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)
BY STATE AND BY ACTIVITY

	TRAINING	TECHNICAL ASSISTANCE	RESEARCH	SUPPORT SERVICES	TOTAL
ALABAMA	10,633	45,500	0	33,500	89,633
ALASKA	93,317	7,313	0	8,000	108,630
AMERICAN SAMOA	0	0	10,601	0	10,601
ARIZONA	32,000	24,983	8,000	0	64,983
ARKANSAS	6,085	70,000	0	6,000	82,085
CALIFORNIA	120,942	0	0	0	120,942
COLORADO	60,000	0	0	6,254	66,254
CONNECTICUT	120,000	9,538	0	0	129,538
DELAWARE	34,223	20,000	0	0	54,223
FLORIDA	78,159	0	0	15,000	93,159
GUAM *	0	0	0	0	0
GEORGIA	0	303,038	0	0	303,038
HAWAII	30,515	9,000	15,634	0	55,149
IDAHO	0	0	0	0	0
ILLINOIS	0	0	0	0	0
INDIANA	25,000	58,500	15,349	5,000	103,849
IOWA	65,942	21,000	0	0	86,942
KANSAS	15,261	47,240	15,600	0	78,101
KENTUCKY	35,000	55,713	2,000	2,500	95,213
LOUISIANA	47,820	33,000	0	6,500	87,320
MAINE	18,500	0	0	47,802	66,302
MARYLAND	37,000	30,000	0	3,028	70,028
MASSACHUSETTS	35,000	17,064	17,000	5,000	74,064
MICHIGAN	114,806	0	0	0	114,806
MINNESOTA	29,651	20,000	38,000	0	87,651
MISSISSIPPI	20,500	63,973	0	1,500	85,973
MISSOURI	64,000	25,000	3,763	0	92,763
MONTANA	23,764	37,000	0	0	60,764
NEBRASKA	23,726	24,332	0	0	48,058
NEVADA	20,000	11,823	22,000	0	53,823
NEW HAMPSHIRE	29,600	20,000	5,085	7,000	61,685
NEW JERSEY	47,438	22,546	0	0	69,984
NEW MEXICO	25,000	0	25,000	78,972	128,972
NEW YORK	234,307	6,000	0	0	240,307
NORTH CAROLINA	40,743	48,500	0	33,000	122,243
NORTH DAKOTA	34,561	24,300	0	0	58,861
NORTHERN MARIANAS	0	0	0	0	0
OHIO	45,000	84,313	0	0	129,313
OKLAHOMA	27,500	27,500	0	27,743	82,743
OREGON	0	0	0	20,000	20,000
PENNSYLVANIA	0	0	0	0	0
PUERTO RICO	35,000	85,000	25,000	6,536	151,536
RHODE ISLAND	35,162	11,750	1,000	5,000	52,912
SOUTH CAROLINA	73,978	0	0	12,000	85,978
SOUTH DAKOTA	40,000	5,000	7,280	8,000	60,280
TENNESSEE	96,638	0	0	0	96,638
TEXAS	79,980	26,000	0	39,000	144,980
UTAH	15,000	20,000	0	22,660	57,660
VERMONT	47,899	10,200	0	0	58,099
VIRGINIA	72,874	20,000	0	0	92,874
VIRGIN ISLANDS	2,618	9,180	0	0	11,798
WASHINGTON	32,800	40,330	0	5,000	78,130
WEST VIRGINIA	8,000	66,792	0	4,000	78,792
WISCONSIN	46,418	23,500	0	24,240	94,158
WYOMING	19,000	15,550	17,000	5,000	56,550
TOTAL	2,251,360	1,500,478	228,312	438,235	4,418,385

* GUAM - FUNDS (11,973) USED FOR SECTION 18 OPERATING

SECTION 16(b)(2) PROGRAM
URBAN MASS TRANSPORTATION ADMINISTRATION

Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, authorizes the Urban Mass Transportation Administration to provide capital assistance to private nonprofit organizations specifically for the purpose of assisting them in providing transportation services for elderly and handicapped persons when insufficient, or inappropriate. This special program of assistance was begun in FY 1975.

Section 16(b)(2) funds are allocated among the states by an administrative formula which is based on the population of elderly and handicapped persons in each State according to the most recent U.S. Census figures. The Section 16(b)(2) program provides funding on an 80 percent Federal, 20 percent local matching basis. The program is administered through the States and it is at the State level that specific funding decisions are made.

This program has enabled thousands of elderly and handicapped persons to achieve greater mobility and independence. During the period FY 1975 through FY 1990, State agencies have obligated more than \$414 million for the purchase of specialized vehicles and equipment.

TABLE 12
FY 1990 SECTION 16 (b)(2) OBLIGATIONS BY STATE

STATE	OBLIGATION AMOUNT	NO. OF RECIPIENTS	VEHICLES WITH LIFTS OR RAMPS	NO. OF VEHICLES
ALABAMA	625,520	10	5	27
ALASKA	139,089	13	2	7
AMERICAN SAMOA	50,934	1	2	2
ARIZONA	460,154	21	8	21
ARKANSAS	476,410	30	9	30
CALIFORNIA	2,776,864	43	45	46
COLORADO	392,353	7	2	9
CONNECTICUT	511,433	20	23	23
DELAWARE	189,446	5	3	5
DISTRICT OF COLUMBIA	208,139	4	3	10
FLORIDA	1,919,536	59	0	125
GEORGIA	715,044	8	14	36
GUAM **	0	0	0	0
HAWAII	208,218	7	4	7
IDAHO	224,476	9	3	8
ILLINOIS	1,500,046	15	23	34
INDIANA	748,436	32	0	38
IOWA	529,848	8	11	27
KANSAS	444,542	18	7	22
KENTUCKY	593,800	16	8	31
LOUISIANA	582,695	25	22	25
MAINE	275,244	8	5	14
MARYLAND	564,535	19	14	19
MASSACHUSETTS	910,540	18	0	30
MICHIGAN	1,134,826	18	18	20
MINNESOTA	626,007	27	27	27
MISSISSIPPI	452,532	13	0	24
MISSOURI	817,027	33	10	42
MONTANA	213,750	9	5	8
NEBRASKA	339,745	14	0	18
NEVADA	196,692	10	2	10
NEW HAMPSHIRE	233,352	9	6	10
NEW JERSEY	1,061,304	26	28	28
NEW MEXICO	253,247	15	16	16
NEW YORK	2,488,048	50	0	99
NORTH CAROLINA	804,884	28	20	49
NORTH DAKOTA	207,518	9	9	8
OHIO	1,405,542	60	69	69
OKLAHOMA	532,384	22	17	29
OREGON	445,453	12	15	17
PENNSYLVANIA	1,766,460	20	57	57
PUERTO RICO	430,612	13	13	13
RHODE ISLAND	262,252	8	4	11
SOUTH CAROLINA	453,248	26	5	26
SOUTH DAKOTA	219,362	12	10	12
TENNESSEE	712,481	40	10	47
TEXAS	1,632,599	37	35	65
UTAH	241,874	11	6	10
VERMONT	187,166	8	8	8
VIRGIN ISLANDS	129,421	3	3	3
VIRGINIA	679,800	23	7	33
WASHINGTON	586,006	10	14	14
WEST VIRGINIA	386,720	17	6	18
WISCONSIN	712,268	19	31	43
WYOMING	163,734	7	4	5
TOTAL	34,823,616	1,005	668	1,435
** Combined with Section 18 (127,950)				

TABLE 13

FUNDS OBLIGATED IN FY 1990 FOR THE PURCHASE AND RENOVATION OF RAIL CARS

FUNDING SOURCE	NO. OF CARS	TYPE	LOCATION	TRANSIT AGENCY	AMOUNT
SEC. 3 9	30	COMMUTER DIESEL RAIL CARS	N.E. NEW JERSEY	NEW JERSEY TRANSIT CORP.	22,200,000 300,000
3	3	ELECTRIC LOCOMOTIVES	N.E. NEW JERSEY	NEW JERSEY TRANSIT CORP.	13,200,000
STARK-HARRIS	32	RAPID RAIL CARS	WASHINGTON DC	WASH. METRO TRANSIT AUTH.	36,960,000
9		BALANCE OF FUNDING FOR 15 M-6 ELECTRIC COMMUTER RAIL CARS	NEW YORK	MTA	11,411,840
3	8	COMMUTER ELECTRIC RAIL COACHES	BALTIMORE	MARYLAND D.O.T. (STATE RR ADM.)	5,936,250
INTERSTATE TRANSFER	35	RAPID RAIL CARS	CHICAGO	CTA	25,092,000*
3	14	PARTIAL PAYMENT OF 14 COMMUTER ELECTRIC RAIL CARS	NW INDIANA	NO. INDIANA COMM. TRANSP. DIST.	2,250,000
3		PARTIAL FUNDING OF PERLY-THOMAS STREETCAR	NEW ORLEANS	RTA	48,779
TOTAL					117,398,869
<u>RENOVATION OF RAILCARS</u>					
9		ADDITIONAL FUNDING FOR 752 RAPID RAIL CARS	NEW YORK/ NEW JERSEY	MTA NEW JERSEY TRANSIT CORP.	54,601,360 30,700,000
9	20	COMMUTER RAIL CARS	CHICAGO	RTA	2,560,000
3	1	BRILL STREETCAR	NEW ORLEANS	RTA	100,502
TOTAL					87,961,862
GRAND TOTAL					205,360,731

* PRO-RATED MULTIYEAR FUNDING FOR BETWEEN 250 AND 256 CARS.

TABLE 14

UMTA FUNDED FERRY BOAT AND RELATED ACTIVITIES IN FY 1990

GRANTEE	PURPOSE	AMOUNT	FUNDING SOURCE

MAINE (DOT)	PURCHASE FERRY BOAT	999,999	SECTION 3
TIDEWATER TRANSPORTATION DISTRICT COMMISSION NORFOLK, VIRGINIA	ADDITIONAL FUNDING FOR FERRY BOAT AND CONSTRUCTION OF FERRY DOCK REPLACING 4 FERRY BOAT ENGINES	288,000 340,500	9 3
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	OPERATING ASSISTANCE OF FERRY SYSTEM OPERATED BY THE CRESCENT CITY CONNECTION	671,841	9
WASHINGTON D.O.T MARINE TRANSPORTATION	CONSTRUCTION OF A PASSENGER-ONLY FLOAT AT SEATTLE FERRY TERMINAL	1,200,000	9
PUERTO RICO DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS	ADDITIONAL FUNDING FOR CONSTRUCTION OF THE HATO REY INTERMODAL TERMINAL, PARTIAL CONSTRUCTION OF THE ISLA GRANDE MAINTENANCE FACILITY, AND THE ACQUISITION OF STRUCTURES AT THE ISLA GRANDE SITE	2,808,000	9
	TOTAL	6,308,340	

HISTORICAL DATA

TABLE 15

UMTA ASSISTED NEW STARTS AND EXTENSIONS
OPEN

ATLANTA

East Line - Five Points to Avondale	7 miles
West Line - Five Points to Hightower	5
Northeast - Five Points to Chamblee	11
South Line - Five Points to Airport	9

BALTIMORE

Northwest Line - Charles Center to Owings Mills	14
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BOSTON

Orange Line, North Extension - Haymarket to Oak Grove	6
Red Line, North Extension - Harvard to Alewife	3
Red Line, South Extension - Quincy Center to Braintree	9
Orange Line, Southwest Line - Washington St. to Forest Hills	6

BUFFALO

Main Street Mall to SUNY South Campus	6
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CHICAGO

METRA Electric - Richton Park to University Park	2
Dan Ryan Extension - Downtown to 95th Street	10
Kennedy Extension - Logan Square to Jefferson Park	5
O'Hare Extension - Jefferson Park to O'Hare Airport	7

CLEVELAND

Airport Extension - West Park to Airport	4
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DETROIT

Downtown Loop	3
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HOUSTON

Northwest Busway - Interstate 610 to West Little York Road	10
North Transitway - Downtown to North Shephard	9
Katy Transitway - North Post Oak to Highway 6	12

LOS ANGELES

San Bernardino Freeway - El Monte Busway	11
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MIAMI

Dadeland South to Okeechobee	21
Downtown Loop	2

NEW YORK

Archer Ave. Line - Queens Blvd/Hillside Ave. to Archer	3
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PHILADELPHIA

Center City Commuter Connection (Tunnel)	2
Airport Rail Line	5

PITTSBURGH

South Busway - Downtown to Overbrook	5
East Busway - Downtown to Wilkinsburg	7
Light Rail Downtown to South Hills Village	10

PORTLAND

Banfield Light Rail - Downtown to Gresham	15
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Continued on next page

SACRAMENTO

Northeast Line - Downtown to Watt Ave and I-80	9
East Line - Downtown to Butterfield Way	

SAN DIEGO

Euclid Avenue to El Cajon	11
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SAN FRANCISCO

BART System - Daly City, Richmond, Concord, and Fremont Service	71
Muni System - Market St. Light Rail Subway - Embarcadero to Twin Peaks Tunnel	4

SAN JOSE

Downtown North to Old Ironsides	10
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SEATTLE

Downtown Bus Tunnel	1
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WASHINGTON, D.C.

Red Line - Shady Grove to Wheaton	72
Orange Line - New Carrollton to Vienna	
Blue Line - Addison Road to National Airport	
Yellow Line - Gallery Place to Huntington	

SUB-TOTAL 406 miles

UNDER CONSTRUCTIONATLANTA

East Line - Avondale to Indian Creek	3 miles
Northeast Line - Chamblee to Doraville	2

BALTIMORE

Charles Center to Johns Hopkins	2
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CHICAGO

Downtown to Midway Airport	9
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DENVER

North I25/HOV Busway - Central Business District to I25 and 58th Avenue	6
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HOUSTON

Southwest Transitway - Interstate 610 to the Harris County Line	9
North Transitway - North Shephard to FM 960	10

JACKSONVILLE

Central to Terminal	1
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LOS ANGELES

Union Station to Alvarado St.	4
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MIAMI

Northern and Southern extensions of People Mover (Miramar Station to Coral Way Station)	2
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NEW YORK

63rd St. Line - 57th/7th Ave. to 21st/ 41 Ave., Queens	3
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ST. LOUIS

East St. Louis to Lambert Airport	18
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SAN JOSE

Downtown South to Santa Teresa	10
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WASHINGTON, DC

Green Line - Gallery Place to U Street	2
Green Line - L'Enfant Plaza to Anacostia	2
Green Line - Ft. Totton to Prince Georges Plaza	2
Yellow Line - King Street to Van Dorn	3

SUB-TOTAL 88 miles

Grand Total 494 miles

TABLE 16

TOTAL OBLIGATIONS BY PROGRAM AND BY FISCAL YEAR (1984 - 1990)

	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
SECTION 3	1,063,229,994	695,592,824	1,102,675,899	659,705,146	840,375,288	1,164,861,257	1,134,555,703	6,660,996,111
16(b)(2)	32,790,637	32,077,141	29,624,704	34,839,984	34,995,861	34,821,511	34,823,616	233,973,454
SECTION 5	302,128,746	175,765,102	120,491,017	0	0	0	0	598,384,865
SECTION 9A	91,833,517	44,695,145	40,650,846	0	0	0	0	177,179,508
SECTION 9	1,798,882,412	2,095,441,687	1,977,300,971	2,156,174,999	2,109,280,634	1,712,192,517	1,693,453,848	13,542,727,068
SECTION 18	115,961,702	107,526,887	109,847,541	81,371,096	102,694,845	79,450,949	84,448,944	681,301,964
RTAP	0	0	0	2,147,257	6,567,383	4,797,623	5,168,385	18,680,648
URBAN SYSTEMS	4,514,175	239,250	4,215,790	6,385,208	6,027,500	534,670	3,816,750	25,733,343
INTERSTATE TRANSFER (TRANSIT)	210,260,527	232,438,110	244,151,048	197,140,321	139,572,766	237,127,575	159,329,416	1,420,019,763
STARK-HARRIS	226,000,000	58,400,000	431,752,805	200,113,902	119,177,500	184,459,091	84,821,275	1,304,724,573
SECTION 8	46,073,255	48,409,956	48,786,773	45,613,587	47,494,416	47,810,683	43,473,527	327,662,197
TOTAL	3,891,674,965	3,490,586,102	4,109,497,394	3,383,491,500	3,406,186,193	3,466,055,876	3,243,891,464	24,991,383,494

* INCLUDES BOTH STATE AND NATIONAL TOTALS.

CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM
1965 through September 30, 1990

FY	* SECTION 3	SECTION 5 CAPITAL	** SECTION 9A	** SECTION 9 CAPITAL	SECTION 18 CAPITAL	URBAN SYSTEMS	** INTERSTATE SYSTEMS	STARK- HARRIS	TOTAL CAPITAL GRANTS
1965-1973 Inclusive	2,256,049,413	0	0	0	0	0	0	0	2,256,049,413
1974	870,299,997	0	0	0	0	34,566,597	61,000,000	0	965,866,594
1975	1,196,600,868	9,062,495	0	0	0	15,676,374	65,728,784	0	1,287,068,521
1976 & 70	1,346,100,000	32,256,781	0	0	0	23,437,755	553,048,746	0	1,954,843,282
1977	1,249,999,998	39,443,964	0	0	0	41,996,625	405,928,416	0	1,737,369,003
1978	1,400,000,000	50,112,435	0	0	0	30,441,481	562,803,528	0	2,043,357,444
1979	1,225,000,000	255,644,819	0	0	0	21,280,229	599,999,999	0	2,101,925,047
1980	1,654,999,998	431,155,535	0	0	0	25,580,723	678,745,470	0	2,790,481,726
1981	1,925,000,000	361,119,008	0	0	0	49,676,329	614,855,419	0	2,950,650,756
1982	1,634,499,988	297,728,336	0	0	0	52,609,850	567,929,875	0	2,552,768,049
1983	1,640,863,258	301,403,693	561,676,206	0	0	6,366,808	411,999,902	240,000,000	3,162,309,867
1984	1,096,020,631	147,128,462	91,833,517	1,031,498,071	68,781,243	4,514,175	210,260,527	226,000,000	2,876,036,626
1985	727,669,965	82,109,249	44,695,145	1,307,993,954	56,791,626	239,250	232,438,110	58,400,000	2,510,337,299
1986	1,132,300,603	76,204,015	40,650,846	1,149,047,602	58,939,239	4,215,790	245,108,048	431,752,805	3,138,218,948
1987	694,545,130	0	0	1,335,764,325	40,777,522	6,385,208	197,140,321	200,113,902	2,474,726,408
1988	875,371,149	0	0	1,329,301,718	51,393,665	6,027,500	139,572,766	119,177,500	2,520,844,298
1989	1,199,682,768	0	0	933,099,488	34,612,221	534,670	237,127,575	184,459,091	2,589,515,813
1990	1,169,379,319	0	0	928,074,745	34,548,607	3,816,750	159,329,416	84,821,275	2,379,970,112
TOTAL	23,294,383,085	2,083,368,792	738,855,714	8,014,779,903	345,844,123	327,366,114	5,943,016,902	1,544,724,573	42,292,339,206

*Includes 16(b)(2) grants

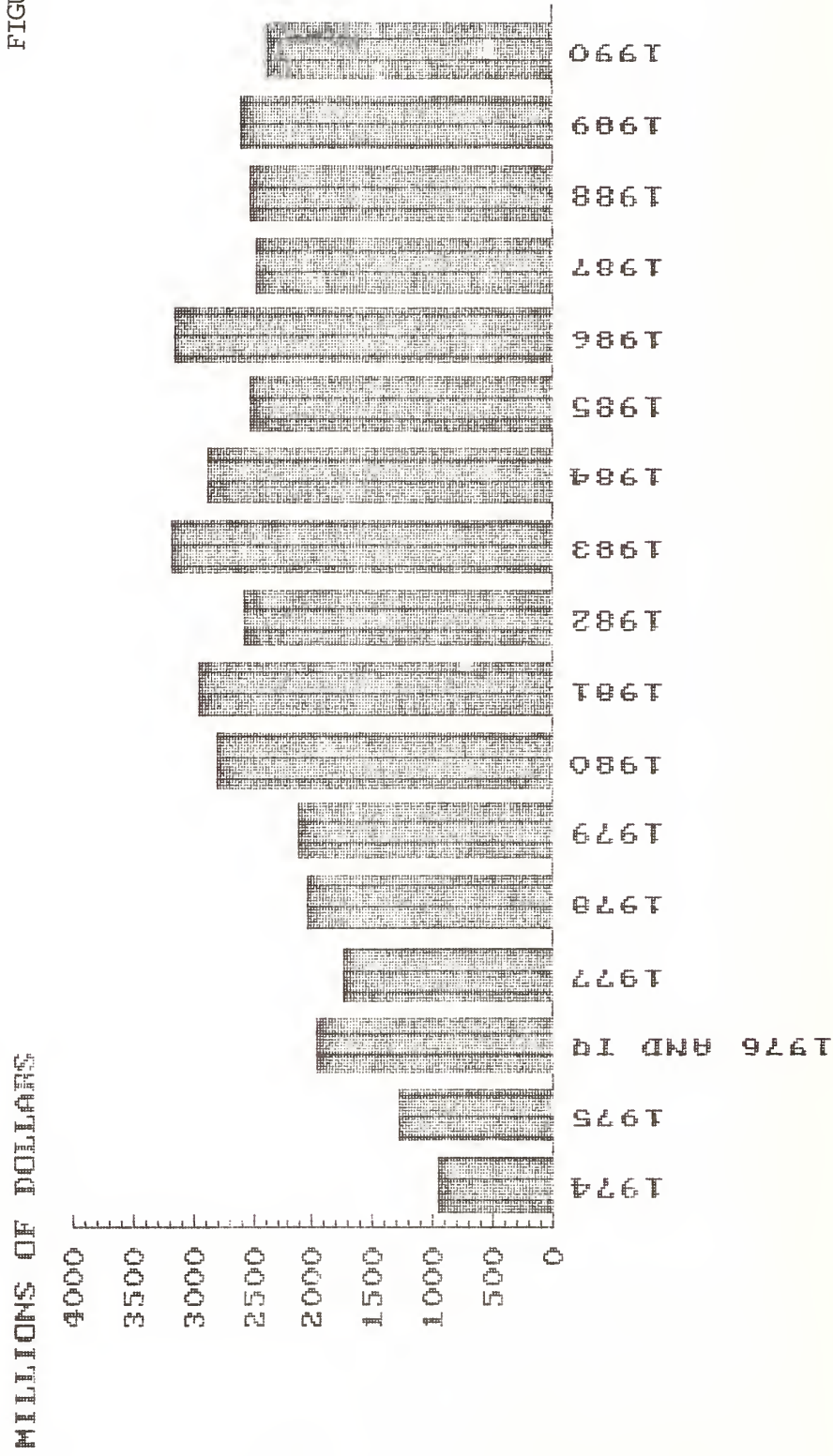
**Includes Planning

*** Includes 98

NOTE: SECTION 8 PLANNING AND RTAP GRANTS ARE NOT INCLUDED ON THIS TABLE.

TOTAL CAPITAL GRANTS FOR ALL PROGRAMS
FY 1974 - 1990
SECTION 8 (PLANNING) AND RIAP ARE NOT INCLUDED

FIGURE 17



PLEASE REFER TO FOOTNOTES ON TABLE 17

TABLE 18

CAPITAL GRANTS FOR URBANIZED AREAS WITH POPULATIONS OVER 1 MILLION EXCLUDING FT. LAUDERDALE

21-Feb-91

	THRU FY 1983 (PLANNING NOT INCLUDED)				FY 1984 THRU FY 1990 (PLANNING INCLUDED)				BY PROGRAM *****				
	DISCRETIONARY	FORMULA	INTERSTATE TRANSFER	FAUS	STARK-HARRIS	TOTAL	DISCRETIONARY	FORMULA	INTERSTATE TRANSFER	FAUS	STARK-HARRIS	TOTAL	GRAND TOTAL
BOSTON	893,336,879	54,168,984	1,314,274,126	0	0	2,261,779,989	319,512,910	247,354,065	103,784,847	0	0	670,651,822	2,932,431,811
NEW YORK-CT-NY	4,097,249,274	424,805,343	189,610,112	207,735,378	0	4,919,400,107	1,493,988,381	2,666,178,045	176,240,992	377,175	0	4,336,784,593	9,256,184,700 *
BUFFALO	453,979,401	27,950,964	0	1,540,000	0	483,470,365	26,908,721	19,829,264	0	0	0	46,737,985	530,208,350
BALTIMORE	735,785,589	31,858,867	53,099,999	0	0	820,744,455	61,973,424	275,542,414	0	0	0	421,490,033	1,242,234,488
PHILADELPHIA--NJ	958,036,605	80,096,719	357,494,436	9,287,405	0	1,404,915,165	473,814,513	357,012,424	5,538,061	145,500	0	836,510,481	2,241,425,646
PITTSBURGH	562,846,031	30,800,675	0	0	0	593,646,706	165,754,553	128,759,656	0	0	0	294,514,209	888,160,915
WASHINGTON DC-N. /A **	197,573,786	56,750,496	2,160,097,626	0	240,000,000	2,654,421,908	29,790,209	266,225,562	2,053,777	0	1,304,724,573	1,602,794,121	4,257,216,029
ATLANTA	1,060,179,736	17,417,639	0	0	0	1,077,597,375	522,971,981	115,124,336	0	0	0	638,096,317	1,715,693,692
MIAMI	887,418,923	18,826,504	0	0	0	906,245,427	160,972,144	89,401,316	0	0	0	250,373,460	1,156,618,887
SAN JUAN	62,186,101	25,409,152	0	364,000	0	87,959,253	17,291,899	44,076,792	0	0	0	61,368,691	149,327,944
CHICAGO-NW IN	1,582,003,333	168,350,218	174,358,528	7,333,054	0	1,932,045,133	557,701,243	713,786,998	672,036,410	0	0	1,943,524,651	3,875,569,784
CINCINNATI	48,649,250	15,568,791	0	1,249,000	0	50,467,041	3,318,400	34,764,744	0	0	0	38,083,144	103,550,185
CLEVELAND	314,947,060	28,484,512	3,159,994	0	0	346,591,566	85,082,471	73,549,122	31,355,406	0	0	189,986,999	536,578,565
DETROIT	200,206,590	51,443,856	0	0	0	251,650,446	64,742,104	83,053,874	0	0	0	147,795,978	399,446,424
MILWAUKEE	74,893,124	17,267,656	0	0	0	92,160,780	42,013,695	55,054,241	0	0	0	97,067,936	189,228,716
MINNEAPOLIS-ST PAUL	114,800,869	24,364,096	2,999,990	5,215,139	0	147,380,094	21,363,092	64,398,982	0	8,929,000	0	94,691,074	242,071,168
DALLAS-FT WORTH	78,213,302	32,842,520	0	0	0	111,055,822	61,563,096	106,188,880	0	0	0	167,771,976	278,827,798
HOUSTON	74,724,632	108,151,603	0	1,093,400	0	183,989,635	207,963,919	157,098,704	0	0	0	365,082,623	549,032,258
NEW ORLEANS	118,383,518	18,809,804	0	0	0	137,193,322	74,523,417	31,982,727	0	0	0	106,506,144	243,699,466
KANSAS CITY	30,649,353	6,750,336	0	0	0	37,399,689	23,393,555	21,514,159	0	0	0	44,907,714	82,307,403
ST. LOUIS	118,553,667	28,667,084	0	1,547,597	0	148,768,348	219,523,116	44,373,260	0	0	0	263,896,376	412,664,724
PHOENIX	33,703,007	17,572,936	0	0	0	51,275,943	6,655,305	29,550,584	0	0	0	36,205,889	87,481,832
DENVER	132,120,391	44,420,457	18,419,993	0	0	194,960,841	67,807,536	60,701,165	0	0	0	128,508,701	323,469,542
LOS ANGELES-LONG BEACH	536,662,479	155,508,849	0	39,656,497	0	731,827,825	882,493,775	438,190,606	0	0	0	1,320,684,381	2,052,512,206
SAN FRANCISCO	947,432,118	78,221,872	0	17,108,939	0	1,042,762,929	281,877,501	431,618,271	2,061,150	7,207,961	0	722,764,883	1,765,527,812
SAN DIEGO	37,575,400	16,791,252	0	984,000	0	55,350,652	31,429,065	92,834,750	0	0	0	124,263,815	179,614,467
SAN JOSE	109,125,616	12,351,186	0	215,000	0	121,691,802	175,882,177	83,206,023	0	0	0	259,088,200	380,780,002
PORTLAND	116,878,252	14,389,600	137,211,522	2,524,780	0	271,004,154	101,773,774	49,416,413	9,456,313	0	0	160,646,500	431,650,654
SEATTLE-EVERETT	195,946,431	32,423,408	0	3,000,000	0	231,369,839	212,489,255	149,739,200	0	0	0	362,228,455	593,598,294
TOTAL	14,774,060,717	1,640,465,379	4,410,726,326	298,854,189	240,000,000	21,364,106,611	6,396,596,002	6,736,957,570	1,278,069,370	16,659,636	1,304,724,573	15,733,007,151	37,097,113,762

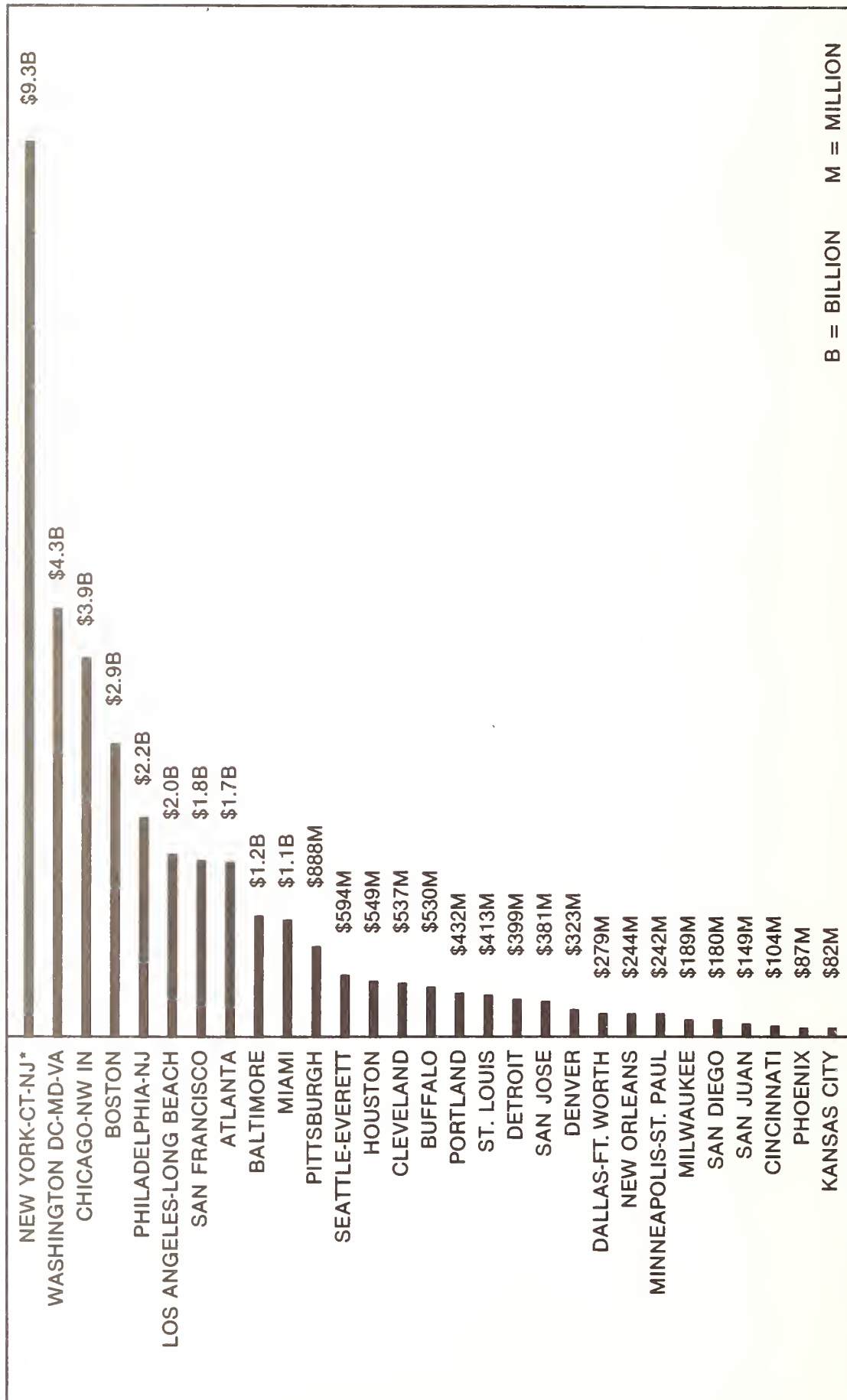
DISCRETIONARY - SECTION 3
FORMULA - SECTIONS 5, 9, 9A, 9B** NEW YORK - \$6,834,499,368
NEW JERSEY - 2,010,688,335
CONNECTICUT - 366,730,997
NJ/NJ 44,266,000

\$9,256,184,700

** NOT INCLUDED IN STARK-HARRIS GRANTS ARE THE BOND INTEREST PAYMENTS.

Figure 18

**Ranking of Urbanized Areas Over 1 Millon Population (except Ft. Lauderdale)
by Total Amount of Capital Grants Received Through FY 1990**



* Refer to Table 18 for New York breakdown.

Total \$ 37,097,113,762

TABLE 19

CAPITAL GRANTS APPROVED TO SELECTED URBAN AREAS OVER 1 MILLION POPULATION
BY CATEGORY
FY 1965 - FY 1983

URBANIZED AREA =====	BUS	RAPID TRANSIT	COMMUTER RAIL	MISC.	TOTAL
BOSTON	156,035,890	1,910,380,738	195,363,361	0	2,261,779,989
NEW YORK-CT-NJ	664,787,021	2,563,843,696	1,649,615,992	41,153,398	4,919,400,107
BALTIMORE	122,313,736	698,430,719	0	0	820,744,455
PHILADELPHIA-NJ	245,825,745	574,265,189	584,824,231	0	1,404,915,165
PITTSBURGH	255,149,366	308,364,464	7,493,776	22,639,100	593,646,706
WASHINGTON DC-MD-VA	224,080,175	2,406,983,833	23,357,900	0	2,654,421,908
CHICAGO-NW IN	393,329,104	911,091,204	627,624,815	0	1,932,045,123
CLEVELAND	99,620,839	246,970,727	0	0	346,591,566
DETROIT	163,691,578	8,382,880	14,148,984	65,427,004	251,650,446
MINNEAPOLIS-ST PAUL	146,311,694	0	0	1,068,400	147,380,094
DALLAS-FT WORTH	76,220,282	0	27,200,000	7,635,540	111,055,822
HOUSTON	183,207,835	0	0	761,800	183,969,635
LOS ANGELES-LONG BEACH	650,727,825	71,074,400	0	9,995,600	731,797,825
SAN FRANCISCO-OAKLAND	302,866,812	620,147,654	46,289,400	73,459,063	1,042,762,929
SAN JOSE	104,691,802	17,000,000	0	0	121,691,802
TOTAL	2,968,036,793	5,862,711,070	1,330,939,106	180,986,507	10,342,673,476

TABLE 20

OBLIGATIONS FOR DISCRETIONARY AND FORMULA GRANTS
 URBANIZED AREAS OVER 1 MILLION POPULATION
 Fiscal Years 1986 - 1990

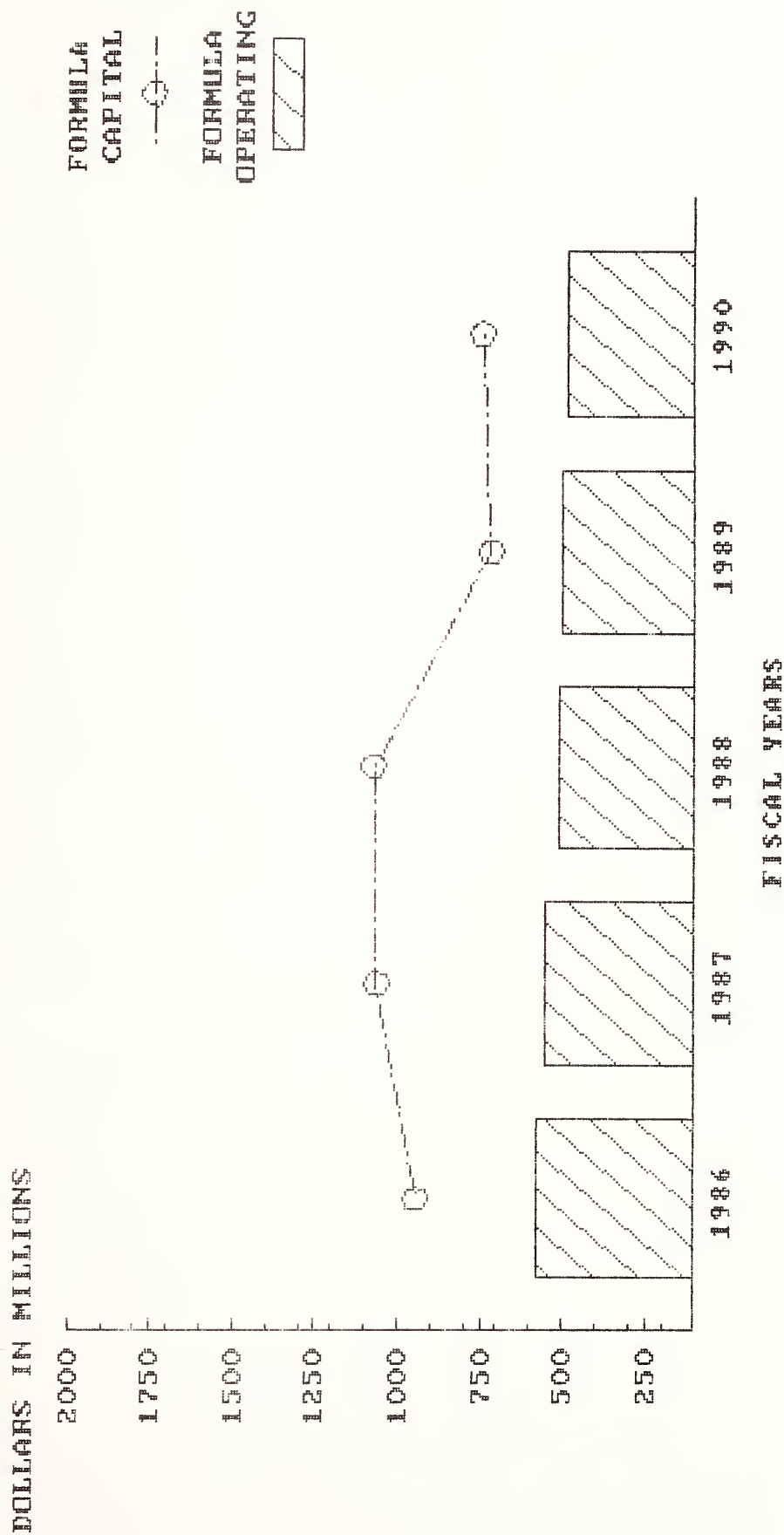
2/28/91

URBANIZED AREA *****	CAPITAL *****					OPERATING FORMULA *****										GRAND TOTAL		
	SEC.3 1986	SEC.3 1987	SEC.3 1988	SEC.3 1989	SEC.3 1990	FORM. 1986	FORM. 1987	FORM. 1988	FORM. 1989	FORM. 1990	TOTAL CAP.	OPER. 1986	OPER. 1987	OPER. 1988	OPER. 1989		OPER. 1990	TOTAL OPER.
BOSTON, MA	69.6	13.1	51.4	16.6	71.5	44.7	34.9	32.2	28.9	27.7	390.6	20.5	20.6	18.9	18.7	18.6	97.3	487.9
NEW YORK, NY	125.7	147.3	20.4	294.2	206.0	138.8	403.9	453.9	219.9	220.7	2230.8	122.7	115.9	102.9	109.9	106.8	558.2	2789.0
NORTHEASTERN, NJ	63.2	66.3	10.0	96.6	43.7	99.3	70.8	65.1	58.9	58.6	632.5	34.7	33.4	30.6	35.1	30.1	163.9	796.4
BUFFALO, NY	2.3	0	0	9.4	10.0	7.4	2.8	2.7	1.0	1.8	37.4	13.5	6.8	6.2	6.1	6.1	38.7	76.1
BALTIMORE, MD	0	0	10.6	21.6	15.6	15.6	10.7	9.9	8.2	9.2	101.4	11.6	11.0	10.0	10.0	9.5	52.1	153.5
PHILADELPHIA, PA-NJ	92.0	52.5	81.8	109.8	53.6	56.4	49.6	41.7	34.0	44.5	615.9	37.3	35.9	32.9	27.9	30.5	164.5	780.4
PITTSBURGH, PA	10.2	3.5	0	10.0	9.0	10.4	33.6	13.4	13.4	12.7	116.2	11.1	10.7	9.8	9.7	9.7	51.0	167.2
WASHINGTON, DC-MD-VA	0	0	0.8	0	25.7	34.5	37.4	36.7	32.1	34.5	201.7	20.4	19.0	16.9	17.3	17.2	90.8	292.5
ATLANTA, GA	65.7	51.1	148	69.6	0.7	15.1	15.2	18.5	14.7	14.1	412.7	7.1	6.1	5.6	7.1	5.8	31.7	444.4
MIAMI, FL	0	7.5	1.1	115.5	23.5	23.7	11.0	3.7	14.5	10.7	211.2	9.8	9.4	8.7	8.6	8.5	45.0	256.2
FORT LAUDERDALE, FL	0	0	0	0	0	6.0	3.9	3.0	4.8	2.7	20.4	4.4	4.3	3.9	3.9	3.9	20.4	40.8
SAN JUAN, PR	3.8	0	0	0	3.0	8.6	9.5	5.8	2.5	4.6	37.8	11.9	8.5	9.3	7.7	7.7	45.1	82.9
CHICAGO, IL	75.8	34.1	152.4	91.8	51.6	102.9	101.0	95.9	76.6	78.5	860.6	54.0	50.7	45.7	46.7	47.0	244.1	1104.7
NORTHWESTERN, IN	0	0	0	0	18.3	2.3	2.4	3.3	0.5	2.6	29.4	5.8	6.6	3.7	7.4	5.2	28.7	58.1
CINCINNATI, OH	0	2.7	0	0	0	10.8	13.2	4.2	2.2	2.8	35.9	6.2	5.4	5.9	4.5	5.4	27.4	63.3
CLEVELAND, OH	11.3	0	23.8	0	29.9	6.8	14.3	8.3	6.7	7.1	108.2	11.3	10.9	9.9	9.9	9.8	51.8	160.0
DETROIT, MI	0	0	0	0	12.0	33.2	0.3	22.5	4.3	1.5	73.8	25.0	24.3	22.4	20.6	7.6	99.9	173.7
MILWAUKEE, WI	0	0	0	25.5	1.7	7.1	8.4	9.7	7.3	3.4	63.1	6.4	6.2	5.6	5.6	5.6	29.4	92.5
MINNEAPOLIS, MN	0	0	8.4	0	7.5	1.6	21.1	7.8	6.3	6.6	59.3	8.6	8.2	7.5	7.5	7.4	39.2	98.5
DALLAS-FT WORTH, TX	0	0	16.2	0	0	14.7	8.5	17.4	5.5	21.0	83.3	0.2	0.5	4.7	5.1	5.2	15.7	99.0
HOUSTON, TX	62.0	17.9	47.7	0.5	0.1	29.1	0	33.1	20.1	21.8	232.3	0	10.2	9.4	0	0	19.6	251.9
NEW ORLEANS, LA	38.4	2.0	2.6	21.6	5.8	9.7	0.5	11.2	2.9	2.7	97.4	8.6	7.4	8.5	8.6	5.2	38.3	135.7
KANSAS CITY, KS-MO	0	0	22.8	0.5	0	2.7	7.7	1.9	1.0	1.4	38.0	5.2	5.2	5.7	4.6	6.7	27.4	65.4
ST. LOUIS, MO-IL	0	0	0	149.5	66.9	2.9	0.5	14.4	3.8	4.0	242.0	11.2	10.8	9.9	9.8	10.2	51.9	293.9
PHOENIX, AZ	0	0	0	0	3.0	8.0	3.8	5.5	0.5	6.1	29.3	5.5	5.3	4.9	0	9.6	25.3	54.6
DENVER, CO	0	18.4	0	0.5	36.6	7.4	6.5	11.6	8.9	6.4	96.3	6.9	6.7	6.1	6.0	6.0	31.7	128.0
LOS ANGELES, CA	226.4	107.4	102.0	5.3	329.7	96.0	68.1	37.4	48.1	48.7	1069.1	66.7	65.1	59.9	58.6	58.0	308.3	1377.4
SAN FRANCISCO, CA	47.0	22.0	37.0	46.3	26.5	83.0	69.2	54.5	44.4	43.7	473.6	22.9	21.9	20.1	19.8	20.0	104.7	578.3
SAN DIEGO, CA	20.1	0	0	0.2	1.4	26.9	14.9	8.9	11.9	12.0	96.3	8.6	8.2	7.5	7.5	7.4	39.2	135.5
SAN JOSE, CA	61.9	18.4	0	0	0.4	11.2	9.7	9.8	7.8	11.2	130.4	7.9	7.5	7.4	9.2	6.7	38.7	169.1
PORTLAND, OR-WA	20.0	1.3	0	0	16.7	2.8	7.0	9.7	6.4	2.5	66.4	5.1	5.0	4.5	4.1	4.1	22.8	89.2
SEATTLE-EVERETT, WA	23.6	76.9	67.2	23.6	0.2	24.9	23.6	17.2	18.5	15.7	291.4	7.5	6.9	6.3	6.3	6.1	33.1	324.5
TOTAL	1,019.0	642.4	806.6	1,108.6	1,070.6	944.5	1,064.0	1,070.9	716.6	741.5	9184.7	578.6	554.6	511.3	503.8	487.6	2,635.9	11,820.6

NOTE: CAPITAL FORMULA INCLUDES SECTIONS 5, 9A, 9B, AND 9. PLANNING IS ALSO INCLUDED.
 OPERATING FORMULA INCLUDES SECTIONS 5 AND 9
 NEW YORK INCLUDES SW CONNECTICUT

FORMULA CAPITAL AND OPERATING GRANTS
 URBANIZED AREAS OVER 1 MILLION POPULATION
 FISCAL YEARS 1986 - 1990

FIGURE 20



FORMULA INCLUDES SECTIONS 5, 9A, 9B, AND 9.

TABLE 21
URBAN DISCRETIONARY (SECTION 3)
NEW SYSTEMS FUNDING
FY 1970 - FY 1991
(IN MILLIONS)

UZA	FY 70 THRU FY 79	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	TOTAL BY UZA
ATLANTA:	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////
PHASE A	799.8	0	0	8.7	0	0	0	0	0	0	0	0	0 \$ 808.5
PHASE B1	25.0	25.0	40.0	41.0	0	0	0	0	0	0	0	0	0 \$ 131.0
PHASE B2/C	//////////	//////////	//////////	//////////	40.0	91.2	95.0	65.7	51.1	145.0	69.6	0	0 \$ 557.6
BALTIMORE:	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////
SEC. A	525.9	63.4	4.8	0	30.0	3.5	0	0	0	0	0	0	0 \$ 627.6
SEC. B (NW EXT) (2)	8.8	0	0	0	0	0	0	0	0	0	0	0	0 \$ 8.8
CENT. LRT LINE	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	2.6	0	0 \$ 2.6
BUFFALO	92.0	120.0	124.8	26.2	38.5	2.0	2.7	2.3	0	0	0	0	0 \$ 408.5
MIAMI (RAIL)	224.2	160.0	195.0	79.6	50.6	0	12.5	0	0	0	0	0	0 \$ 721.9
MIAMI (OCM)	1.0	1.0	11.5	25.6	27.0	0	0	0	0	0	0	20.1	0 \$ 86.2
MIAMI (EXTENSIONS)	//////////	//////////	//////////	//////////	0.7	0	0	0	0	0	115.5	0	0 \$ 116.2
LOS ANGELES (RAIL)	//////////	12.0	0	34.1	25.0	105.4	0	225.2	107.4	96.3	0	329.7	0 \$ 935.1
DETROIT (RAIL)	//////////	5.0	0	1.7	0	0	0	0	0	0	0	0	0 \$ 6.7
DETROIT (CATS)	1.0	0.6	8.0	19.6	30.5	45.0	5.4	0	0	0	0	0	0 \$ 110.1
HOUSTON	//////////	//////////	//////////	//////////	//////////	5.5	35.0	52.1	0	46.8	0	0	0 \$ 139.4
JACKSONVILLE	//////////	1.5	0	0	0	0	15.5	0	0	0	5.8	0	0 \$ 22.8
PORTLAND, OR (2)	//////////	//////////	8.9	0	5.0	44.3	19.0	8.5	1.3	0	0	0	0 \$ 87.0
SANTA CLARA CO, CA	//////////	//////////	//////////	2.0	15.0	30.0	64.8	61.9	18.4	0	0	0.4	0 \$ 192.5
SAN FRANCISCO (BART)	192.7	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	0 \$ 192.7
SEATTLE	//////////	//////////	//////////	1.5	0	20.0	23.6	67.4	67.2	17.8	0	0	0 \$ 197.5
ST. LOUIS	//////////	//////////	//////////	//////////	2.0	0	0	0	0	149.5	66.5	0	0 \$ 218.0
SAN DIEGO, CA	//////////	//////////	//////////	//////////	//////////	20.2	//////////	//////////	0.2	//////////	//////////	//////////	0 \$ 20.4
NEWARK	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	2.0	0	0 \$ 2.0
CHICAGO	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	1.0	0	0 \$ 1.0
DENVER	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	//////////	36.5	0	0 \$ 36.5
OTHERS	4.2	21.5	//////////	//////////	0	0	0	0	0	0	0	0	0 \$ 25.7
TOTALS	1874.6	410.0	393.0	238.5	263.8	326.9	271.9	459.5	245.6	355.3	361.0	456.2	\$5,656.3

TABLE 22

DISCRETIONARY AND FORMULA FUNDS USED FOR NEW SYSTEMS
FISCAL YEARS 1986 - 1990

URBANIZED AREA	SEC. 3 FY 1986	FORMULA FY 1986	SEC. 3 FY 1987	FORMULA FY 1987	SEC. 3 FY 1988	FORMULA FY 1988	SEC. 3 FY 1989	FORMULA FY 1989	SEC. 3 FY 1990	FORMULA FY 1990	TOTAL
NORTHEASTERN, NJ	0	0	0	0	0	0	0	0	1,989,999	0	1,989,999
BUFFALO, NY	2,283,228	0	0	0	0	0	0	0	0	0	2,283,228
BALTIMORE, MD	0	0	0	0	0	0	2,587,500	0	0	0	2,587,500
ATLANTA, GA	65,702,835	14,007,400	51,098,900	0	144,995,697	0	69,649,998	0	0	0	345,454,830
MIAMI, FL	0	88,000	0	0	0	0	115,500,000	0	20,100,000	0	135,688,000
JACKSONVILLE, FL	0	3,006,200	0	0	0	0	0	0	0	0	3,006,200
CHICAGO, IL	0	0	0	0	0	0	0	0	992,016	0	992,016
DETROIT, MI	0	33,086,264	0	0	0	0	0	0	0	0	33,086,264
HOUSTON, TX	52,134,020	0	0	0	46,765,000	0	0	0	0	0	98,899,020
ST. LOUIS, MO	0	0	0	0	0	0	149,499,000	0	66,511,012	0	216,010,012
DENVER, CO	0	0	0	0	0	0	0	0	36,566,250	0	36,566,250
LOS ANGELES, CA	225,173,715	49,500,000	107,380,398	15,600,000	96,271,485	0	0	0	329,668,113	0	823,593,711
SAN FRANCISCO, CA	0	0	0	0	0	0	0	3,647,200	0	0	3,647,200
SAN DIEGO, CA	20,155,500	17,853,432	0	11,334,000	0	3,719,320	199,950	3,642,000	0	2,300,000	59,204,202
SAN JOSE, CA	61,893,975	11,000,000	18,357,750	9,698,040	0	3,901,960	0	3,852,000	404,652	0	109,108,377
SACRAMENTO, CA	0	1,920,000	0	0	0	0	0	0	0	0	1,920,000
PORTLAND, OR	8,522,175	0	1,293,500	0	0	1,657,988	0	74,720	0	1,292,800	12,841,183
SEATTLE, WA	23,590,050	0	67,412,649	0	67,162,500	0	17,834,803	0	0	0	176,000,002
TOTAL	459,455,498	130,461,296	245,543,197	36,632,040	355,194,682	9,279,268	355,271,251	11,215,920	456,232,042	3,592,800	2,062,877,994

NOTE: INTERSTATE TRANSFER FUNDS USED FOR NEW SYSTEMS ARE REPORTED ON TABLE 26.

DISCRETIONARY AND FORMULA FUNDS
USED FOR NEW SYSTEMS
FISCAL YEARS 1986 - 1990

FIGURE 22

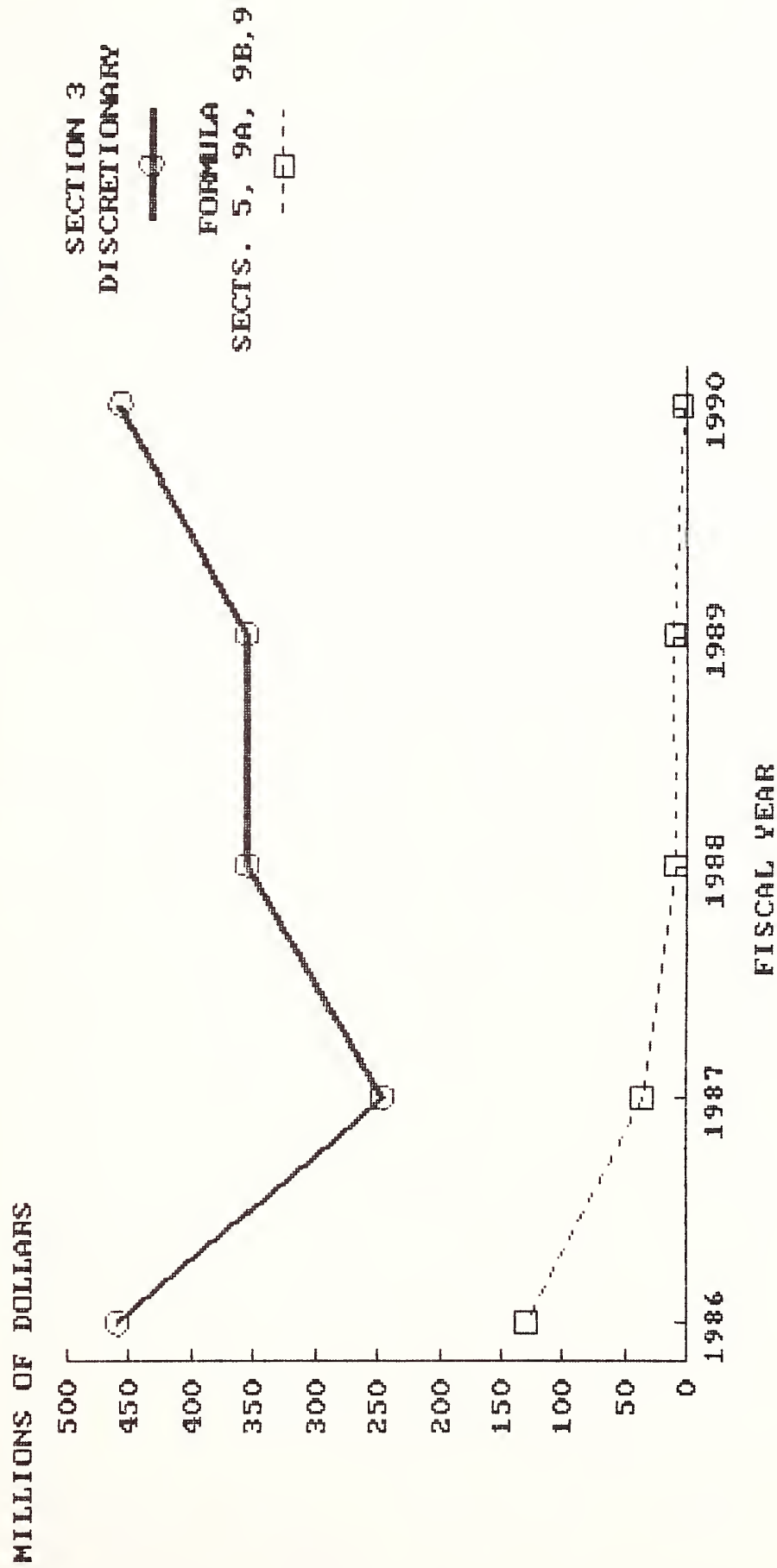


TABLE 23
SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION

URBANIZED =====	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
HARTFORD, CT	0	0	0	436,020	0	0	436,020
FITCHBURG-LEOMINSTER, MA	0	2,900,100	546,450	405,000	0	0	3,851,550
BROCKTON, MA	0	0	0	1,058,400	0	3,999,999	5,058,399
MONTACHUSETT, MA	0	0	0	0	0	406,248	406,248
SPRINGFIELD, MA	0	0	525,000	0	0	439,998	964,998
PORTLAND, ME	651,882	373,575	1,249,995	924,000	0	0	3,199,452
PORTSMOUTH, NH	0	757,350	0	0	0	0	757,350
PROVIDENCE, RI	0	0	0	0	75,000	248,625	323,625
ALBANY, NY	0	0	0	0	0	375,000	375,000
ELMIRA, NY	724,995	0	195,000	0	343,740	492,801	1,756,536
GLEN FALLS, NY	0	0	0	0	600,000	0	600,000
POUGHKEEPSIE, NY	0	0	0	0	0	4,900,500	4,900,500
ROCHESTER, NY	3,988,350	0	3,000,000	0	4,740,630	0	11,728,980
SYRACUSE, NY	0	0	0	0	1,744,875	1,252,250	2,997,125
UTICA, NY	0	0	0	486,000	0	0	486,000
BRIDGEPORT, CT	822,960	0	0	0	0	0	822,960
WILMINGTON, DE	0	0	0	0	0	1,599,999	1,599,999
READING, PA	0	0	0	0	0	1,581,000	1,581,000
NEWPORT NEWS-HAMPTON VA	0	2,294,455	0	1,373,625	0	3,600,000	7,268,080
NORFOLK, VA	0	0	0	0	9,450	340,500	349,950
ROANOKE, VA	0	0	0	847,500	0	373,023	1,220,523
CHARLESTON, WV	0	0	0	0	0	3,971,038	3,971,038
HUNTINGTON, WV	0	0	0	0	0	602,625	602,625
PARKERSBURG, WV	0	0	0	0	0	280,294	280,294
WHEELING, WV	0	0	0	0	0	2,625	2,625
JACKSONVILLE, FL	15,500,000	0	0	0	5,784,750	0	21,284,750
LAKELAND, FL	0	0	0	0	0	219,999	219,999
MELBOURNE-COCOA FL	0	0	0	0	1,546,371	0	1,546,371
ORLANDO, FL	0	1,760,550	0	0	6,199,998	1,950,000	9,910,548
TAMPA, FL	0	17,766,000	0	0	4,010,250	0	21,776,250
CHARLOTTE, NC	0	0	0	930,000	12,270,000	3,881,250	17,081,250
BLOOMINGTON, IL	0	0	0	0	0	418,500	418,500
DECATUR, IL	0	0	0	0	0	91,500	91,500
PEORIA, IL	0	0	0	0	0	2,499,999	2,499,999
ROCK ISLAND, IL	0	0	0	0	0	1,444,500	1,444,500
INDIANAPOLIS, IN	0	0	0	800,000	0	0	800,000
BATTLE CREEK, MI	0	0	0	0	0	65,311	65,311
JACKSON, MI	0	0	0	0	0	746,628	746,628
FLINT, MI	0	0	0	2,013,750	0	0	2,013,750
GRAND RAPIDS, MI	0	0	0	0	0	1,074,015	1,074,015
LANSING, MI	0	0	0	0	0	1,227,532	1,227,532
SAGINAW, MI	0	0	0	0	0	92,095	92,095
ST. CLOUD, MN	0	0	340,000	0	0	0	340,000
AKRON, OH	0	0	0	1,495,500	0	0	1,495,500
ALBUQUERQUE, NM	0	0	0	1,400,000	961,920	0	2,361,920
AUSTIN, TX	0	20,357,204	0	0	0	0	20,357,204
EL PASO, TX	0	0	0	0	1,452,936	0	1,452,936
SAN ANTONIO, TX	0	22,300,005	0	0	0	0	22,300,005
CEGAR RAPIOS, IA	0	0	0	0	35,364	0	35,364
DUBUQUE, IA	0	0	0	0	0	435,600	435,600
IOWA CITY, IA	0	0	0	0	0	48,750	48,750
DES MOINES, IA	0	0	0	0	1,405,425	0	1,405,425
SIOUX CITY, IA	0	0	0	0	0	131,250	131,250

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION

PAGE 2

WATERLOO, IA	0	0	0	0	0	94,500	94,500
OSAGE BEACH, MO	0	0	0	0	0	165,000	165,000
SPRINGFIELD, MO	0	0	0	0	0	1,182,446	1,182,446
ST. JOSEPH, MO	0	0	0	0	0	39,750	39,750
BILLINGS, MT	0	0	0	0	0	1,931,250	1,931,250
GREAT FALLS, MT	0	0	0	0	0	1,579,617	1,579,617
PROVO, UT	0	0	0	3,750,000	0	0	3,750,000
SALT LAKE CITY, UT	0	0	0	0	3,508,500	0	3,508,500
SACRAMENTO, CA	0	0	0	0	0	757,500	757,500
SANTA CRUZ, CA	0	1,824,861	1,235,343	0	0	75,000	3,135,204
RENO, NV	0	1,710,795	0	0	0	0	1,710,795
EUGENE, OR	0	0	6,171,693	0	0	2,127,000	8,298,693
SALEM, OR	0	2,804,230	0	0	0	0	2,804,230
BREMERTON, WA	0	0	2,466,090	0	0	0	2,466,090
TACOMA, WA	0	3,999,999	0	0	0	2,533,332	6,533,331

SUB-TOTAL	21,688,187	78,849,124	15,729,571	15,919,795	44,689,209	49,278,849	226,154,735
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RURAL

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MAINE	0	1,275,003	0	2,048,700	399,999	999,999	4,723,701
MASSACHUSETTS	0	507,750	0	0	0	0	507,750
NEW HAMPSHIRE	921,000	0	0	0	0	0	921,000
VERMONT	0	271,125	0	0	0	0	271,125
GREENE CO., NY	0	0	0	0	495,000	0	495,000
HUDSON, NY	0	0	0	0	1,125,000	0	1,125,000
ST. THOMAS, VI	0	0	0	0	0	3,000,000	3,000,000
KENTUCKY	0	0	0	284,775	0	0	284,775
JOHNSONBURG, PA	0	0	249,000	496,920	0	0	745,920
PENNSYLVANIA	0	0	0	0	4,207,290	0	4,207,290
BLACKSBURG, VA	0	0	0	1,980,000	0	0	1,980,000
MONONGALIA CO., WVA	0	0	712,500	0	0	0	712,500
WEST VIRGINIA	0	0	0	0	0	3,717,430	3,717,430
ALABAMA	0	0	0	0	0	1,999,998	1,999,998
MILTON, FL	0	0	0	0	31,998	0	31,998
SOUTH CAROLINA	0	0	0	3,115,284	75,000	0	3,190,284
MICHIGAN	0	2,215,077	0	4,532,724	0	1,016,046	7,763,847
GILBERT, MN	0	0	0	0	845,283	0	845,283
BASTROP, TX	0	0	0	0	0	363,507	363,507
TEXAS	0	0	0	0	4,312,500	0	4,312,500
IOWA	0	0	0	4,701,951	0	0	4,701,951 *
KANSAS	0	0	0	0	0	618,750	618,750
FARMINGTON, MO	0	0	0	0	0	18,000	18,000
MISSOURI	0	0	0	0	0	890,400	890,400
NEBRASKA	0	0	0	0	0	831,000	831,000
VAIL, CO	0	0	202,875	697,125	0	0	900,000
JUNEAU, AK	339,000	0	0	0	70,300	0	409,300
HAWAII	0	0	0	0	0	31,950	31,950
HOQUIAM, WA	0	0	0	0	0	1,170,000	1,170,000
RAYMOND, WA	0	600,000	0	0	0	0	600,000

SUB-TOTAL	1,260,000	4,868,955	1,164,375	17,857,479	11,562,370	14,657,080	51,370,259
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GRAND TOTAL	22,948,187	83,718,079	16,893,946	33,777,274	56,251,579	63,935,929	277,524,994
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FOOTNOTE: ALL THE FUNDS WERE USED FOR BUS OR BUS RELATED PURPOSES EXCEPT FOR THE FOLLOWING:
JACKSONVILLE, FL. - NEW SYSTEM

MAINE (RURAL) - FERRY RELATED : FY 1986, 274,998; FY 1988, 900,000; FY 1989, 399,999; FY 1990, 999,999
INDIANAPOLIS - RAIL

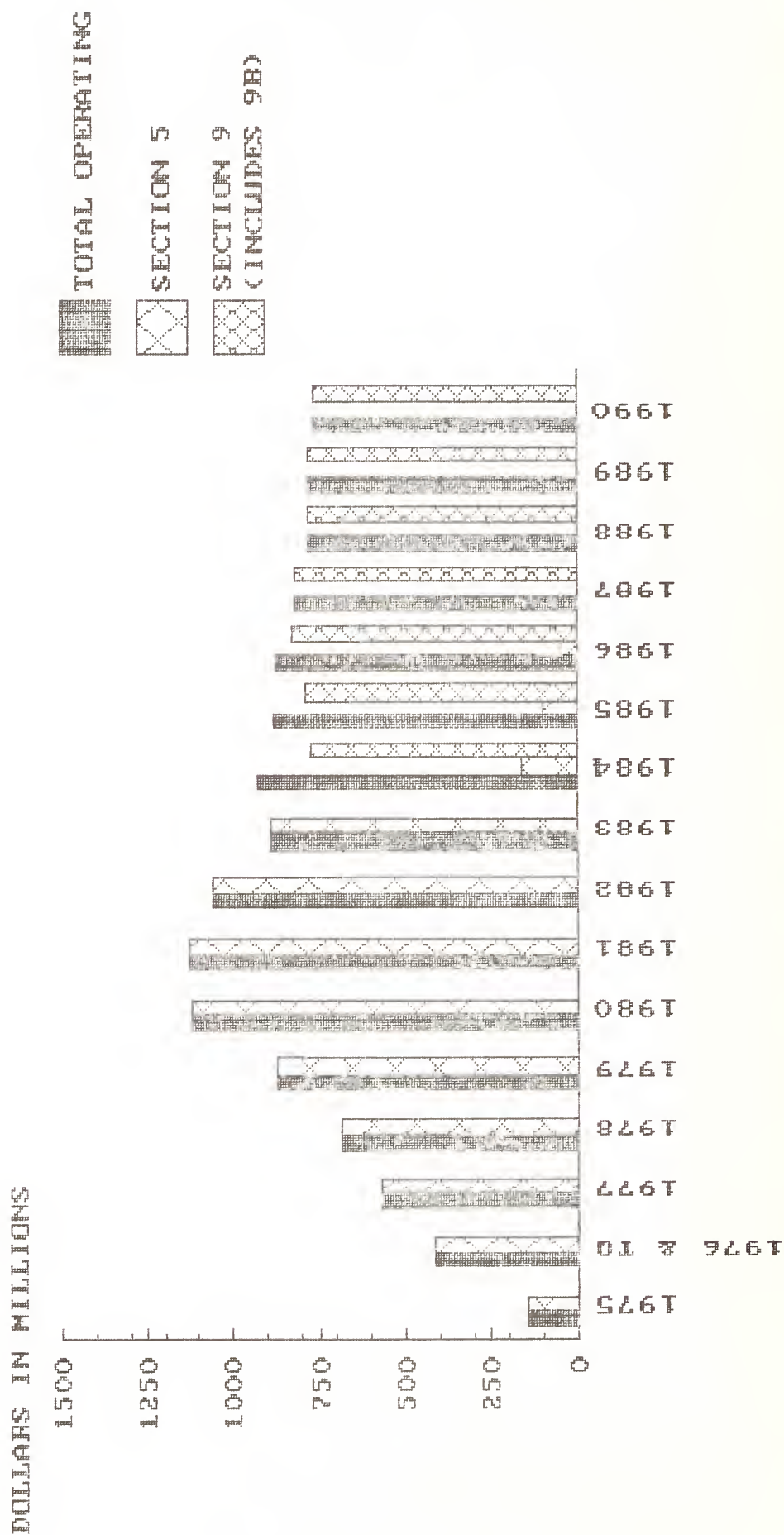
* FUNDS WERE USED ON BEHALF OF DES MOINES, IOWA CITY AND AMES

TABLE 24
 FORMULA OPERATING GRANTS
 (Urbanized Areas)
 Fiscal Years 1975 - 1990

FISCAL YEAR =====	SECTION 5 =====	SECTION 9 =====	TOTAL =====
1975	142,520,876	0	142,520,876
1976	364,474,892	0	364,474,892
TQ	47,348,163	0	47,348,163
1977	571,771,225	0	571,771,225
1978	685,309,330	0	685,309,330
1979	868,463,197	0	868,463,197
1980	1,120,684,057	0	1,120,684,057
1981	1,129,510,600	0	1,129,510,600
1982	1,055,510,728	0	1,055,510,728
1983	887,933,220	0	887,933,220
1984	155,000,284	767,384,341	922,384,625
1985	93,655,853	787,447,733	881,103,586
1986	44,287,002	828,253,369	872,540,371
1987	0	820,410,674	820,410,674
1988	0	779,978,916	779,978,916
1989	0	779,093,029	779,093,029
1990	0	765,379,103	765,379,103
TOTAL	7,166,469,427	5,527,947,165	12,694,416,592

FORMULA OPERATING GRANTS
ALL URBANIZED AREAS
FISCAL YEARS 1975 - 1990

FIGURE 24



INTERSTATE TRANSFER TRANSIT PROGRAM SUMMARY

The Interstate Transfer program was established by the 1973 Federal-Aid Highway Act and amended by subsequent legislation. The law permitted State and local officials to withdraw planned Interstate routes, or segments which were within or which connect urbanized areas, and to substitute mass transit or non-interstate highway projects. Withdrawal requests were reviewed and approved jointly by UMTA and the Federal Highway Administration (FHWA). Substitute transit projects are handled by UMTA while highway projects are handled by FHWA.

Substitute funds may be used for a wide variety of highway and public mass transit projects. Interstate grants for transit projects can finance, for example, the construction and improvements of transit facilities, the purchase of rolling stock and other transportation equipment, etc. The federal participation of Interstate Transfer projects is 85 percent. The level of obligations for the Interstate Transfer-Transit program reached a peak of \$679 million in FY 1980. Since then, there has been a continuous downward trend in the annual amounts obligated for this program. In FY 1989 obligated funds declined to \$237.1 million, and in 1990 dropped to \$159.3 million. Please see below for breakdown. As the Interstate Highway System itself draws near its completion, substitute projects of either a highway or transit nature have largely been completed, and this is reflected in the lowering level of annual obligations.

<u>URBANIZED AREA</u>	<u>PURPOSE</u>	<u>AMOUNT IN MILLIONS</u>
Hartford	Buses	.9
Boston	Rail Mod	1.7
Providence	Rail Mod & Maintenance Facility	.7
New York	Rail Mod	34.6
Baltimore	New Systems	53.8
	Rail Mod	4.7
Memphis	New Systems (Incl. Planning)	4.4
Chicago	Rail Mod (Incl. Rail Cars)	55.2
Cleveland	Buses	2.3
Duluth	Buses	.2
San Francisco	New Systems	<u>.8</u>

Total FY 1990 Obligations \$159.3 mil.

INTERSTATE TRANSFER (TRANSIT)

TABLE 25

* OBLIGATIONS *

FY 1974 - FY 1990

UZA	FY 74 THRU FY 77	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	TOTAL
BOSTON:	295.7	200.1	209.2	210.4	192.0	131.2	106.97	35.0	16.9	18.4	20.0	5.8	5.9	1.7	1,449.3
FALL RIVER, MA:	////////////////////////////////////								0.2	0.1	0.1	0	0	0	0.4
HARTFORD, CT:	0.2	0.1	5.4	0.6	1.3	1.6	6.0	1.1	23.4	2.4	1.8	1.1	0	0.9	45.9
KILLINGLY, CT:	////////////////////////////////////								0.1	0.04	0	0	0	0	0.1
RHODE ISLAND:	////////////////////////////////////							2.1	2.4	9.3	2.7	0.5	0.8	0.7	18.5
ALBANY, NY:	////////////////////////////////		2.9	2.3	0	0.5	0	0	0.4	0	0	0.1	0	0	6.2
NEW YORK, NY:	////////////////////////////////		0	46.0	20.0	14.7	0	5.7	1.2	0.8	24.3	48.2	50.6	34.6	246.1
NE NEW JERSEY	////////////////////////////////		0	30.0	17.2	24.5	37.2	6.0	0.3	1.4	0	3.0	0	0	119.6
PHILADELPHIA, PA:	62.2	90.0	74.6	59.1	51.0	7.7	////////////////////////////////////						0	0	344.6
SOUTH NEW JERSEY	////////////////////////////////////						12.8	0.5	0	5.1	0	0	0	0	18.4
BALTIMORE, MD:	////////////////////////////////////					10.0	43.1	56.4	50.1	0	0	19.6	90.9	58.6	328.7
WASHINGTON, DC.:	727.2	272.6	276.4	275.0	275.0	289.0	45.0	0.3	0.8	1.0	0	0	0	0	2,162.3
MEMPHIS, TN:	////////////////////////////////////				2.6	////////////////////////////////		1.5	5.1	0	0	7.1	0	4.3	20.6
CHICAGO, IL:	////////////////////////////////	13.7	39.9	26.6	29.5	66.0	64.1	93.3	204.2	121.7	47.8	85.8	55.2		847.8
CLEVELAND, OH:	////////////////////////////////////					3.2	0	2.2	9.5	0	13.4	1.4	2.6	2.3	34.6
INDIANAPOLIS, IN:	////////////////////////////////////						11.0	0	1.6	1.2	0	1.2	0	0	15.0
MINNEAPOLIS, MN:	////////////////////////////////////				2.0	1.0	0	0	0	0	0	0	0	0	3.0
DULUTH, MN:	////////////////////////////////////					1.5	0.6	1.8	1.6	0	0	0.3	0.4	0.2	6.4
OMAHA, NE:	////////////////////////////////////				2.0	////////////////////////////////			0	0	0	0	0	0	2.0
WATERLOO, IA:	////////////////////////////////////						0.03	0.6	0.7	0	0.2	0.1	0	0	1.6
DENVER, CO:	////////////////////////////////	17.6	0.9	////////////////////////////////					0	0	0	0	0	0	18.5
SAN FRANCISCO, CA:	////////////////////////////////////				0.75	0.8	0	1.1	0	0	0	0.1	0	0.8	3.6
SACRAMENTO, CA:	////////////////////////////////////				0.5	7.5	24.4	23.2	24.5	0	12.8	3.2	0	0	96.1
TUCSON, AZ:	////////////////////////////////////				1.1	////////////////////////////////			0	0	0	0	0	0	1.1
PORTLAND, OR:	0.4	0	0.1	13.5	23.9	45.2	58.9	8.7	0.3	0.2	0.1	0.1	0.1	0	151.5
PROJ MGT OVERSIGHT	////////////////////////////////////								1.0	0.3	0.03	0.2	1.3		2.8
GRAND TOTALS	1,085.7	562.8	599.9	678.8	614.9	567.9	412.0	210.3	232.4	245.3	197.5	139.6	237.3	160.6	5,944.8

INTERSTATE TRANSFER (TRANSIT)
OBLIGATIONS
FISCAL YEARS 1978 - 1990

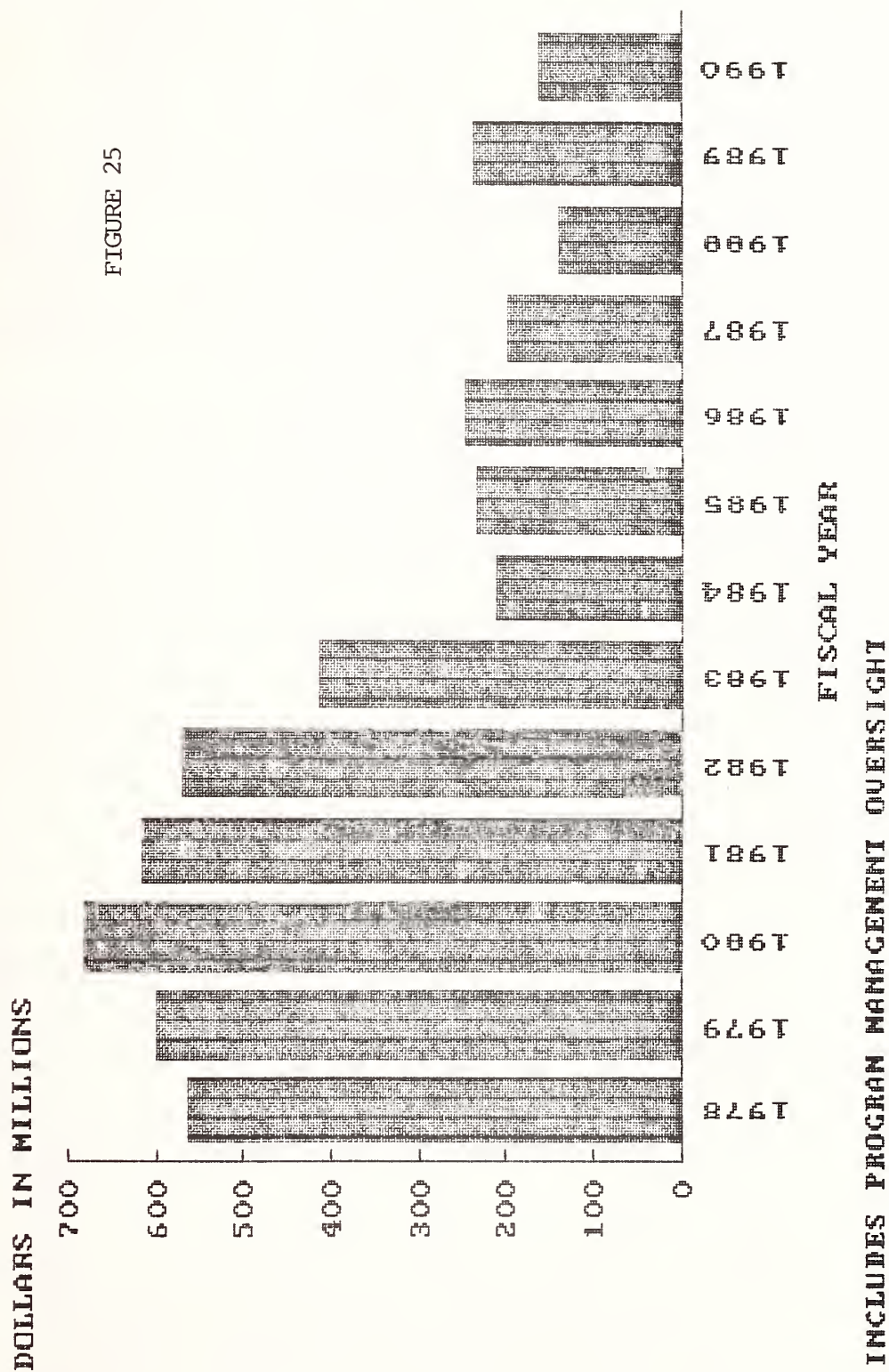


TABLE 26

INTERSTATE TRANSFER OBLIGATIONS FOR ALL URBANIZED AREAS
BY CATEGORY
FY 1985 THROUGH FY 1990

	29-Nov-90				
	BUS	RAIL MOD	NEW SYSTEMS	PLANNING	TOTAL
FISCAL YEAR	=====				

1985	44,169,304	63,632,195	124,336,697	299,914	232,438,110
1986	11,069,935	36,780,673	196,100,440	200,000	244,151,048
1987	13,675,742	48,048,526	135,354,578	61,475	197,140,321
1988	13,766,285	71,220,635	54,550,721	35,125	139,572,766
1989	3,637,115	118,751,983	114,447,687	290,790	237,127,575
1990	3,838,170	96,246,244	59,032,502	212,500	159,329,416
TOTAL	90,156,551	434,680,256	683,822,625	1,099,804	1,209,759,236

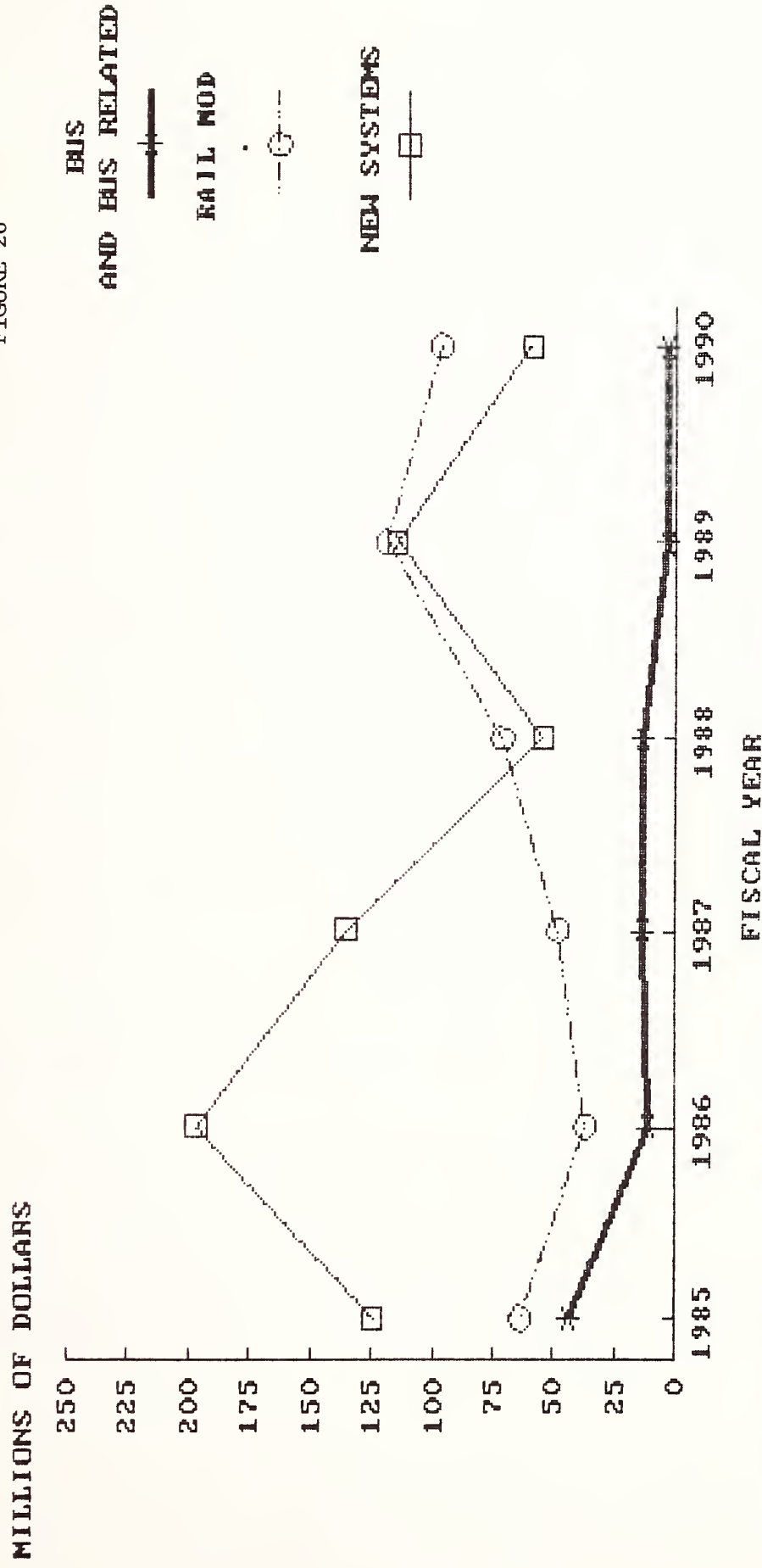
NOTE: Obligations for Program Management Oversight are not included.

*Urbanized areas that received funding for New Systems are:

	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
Baltimore	50,131,595	0	0	19,595,530	90,898,450	53,835,435	214,461,010
Boston	11,307,210	12,413,536	19,999,990	5,761,385	0	0	49,482,121
Memphis	0	0	0	0	0	4,347,917	4,347,917
Chicago	38,420,000	190,911,904	102,540,668	25,862,276	23,549,237	0	381,284,085
Sacramento	24,477,892	0	12,813,920	3,231,530	0	0	40,523,342
San Francisco	0	0	0	0	0	849,150	849,150
Portland	0	0	0	100,000	0	0	100,000
TOTAL	124,336,697	203,325,440	135,354,578	54,550,721	114,447,687	59,032,502	691,047,625

**TOTAL OBLIGATIONS FOR
INTERSTATE TRANSFER
FISCAL YEARS 1985 - 1990**

FIGURE 26



DOES NOT INCLUDE PLANNING OR
PROGRAM MANAGEMENT OVERSIGHT

SECTION 8

UMTA carries out the Federal mandate to support urban transportation planning under the authority of Section 8 of the Urban Mass Transportation Act of 1964, as amended. The Section 8 Planning Program provides financial assistance to State and local governments to aid in the preparation of plans and Transportation Improvement Programs (TIPS), which guide the use of Federal capital assistance resources. The plans and programs reflect a variety of state and local objectives as well as the administration's national policy priorities. Although a discretionary program by statute, distribution of the bulk of Section 8 funds to states and each of the 374 urbanized areas is done using a population-based administrative formula. UMTA field staffs negotiate a Unified Planning Work Program (UPWP) with each Metropolitan Planning Organization (MPO) on the basis of the respective formula-determined marks.

Congress authorized and has appropriated approximately \$45 million annually since FY 1987 for planning purposes. Contracts and grants, at 80% Federal 20% local match, are made to States and MPO's, though a significant share of Section 8 funds are "passed through" by transit operators and local governments. Section 8 funds are utilized to plan, design, engineer, and evaluate urban mass transportation projects as well as for the development of comprehensive regional transportation plans and various other technical studies.

Section 8 funded activities may include:

- a. Studies relating to management, operations, cost-effectiveness, capital requirements, and impacts of transit projects;
- b. Preparation of engineering and architectural surveys, plans, specifications and environmental impacts;
- c. Evaluation of previously funded projects;
- d. Activities preliminary to the construction of or improved operation of public mass transportation systems, facilities, or equipment.

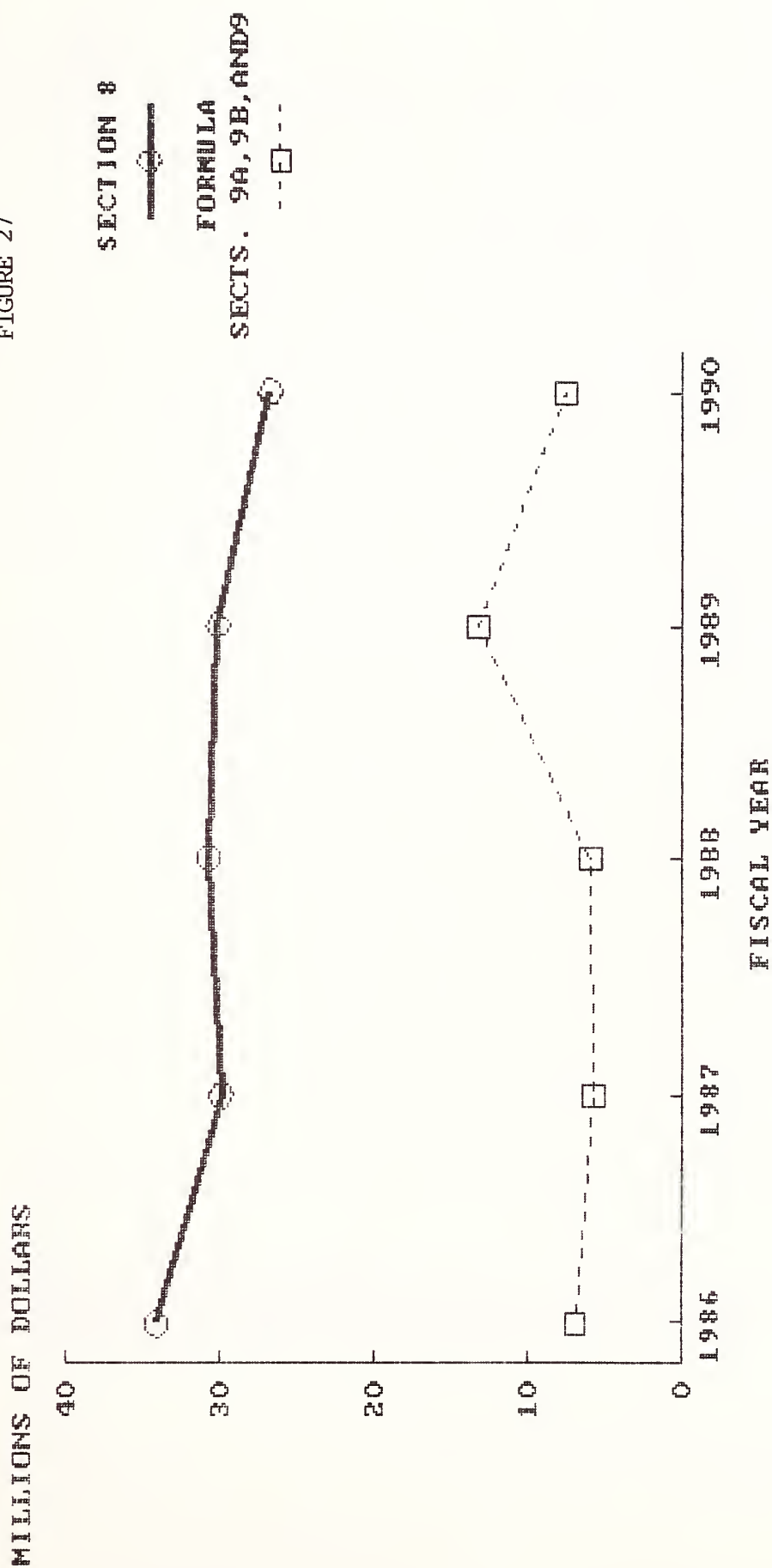
TABLE 27

DISCRETIONARY AND FORMULA FUNDS USED FOR PLANNING PURPOSES IN URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1986 - 1990

URBANIZED AREA	SEC. 8 FY 1986	FORMULA FY 1986	SEC. 8 FY 1987	FORMULA FY 1987	SEC. 8 FY 1988	FORMULA FY 1988	SEC. 8 FY 1989	FORMULA FY 1989	SEC. 8 FY 1990	FORMULA FY 1990	TOTAL
BOSTON, MA	1,009,000	520,000	965,200	0	939,117	0	1,024,500	688,000	1,049,500	0	6,195,317
NEW YORK, NY/	5,101,845	0	3,599,316	249,920	3,193,584	132,947	3,085,468	0	2,795,592	0	18,158,672
NORTHEASTERN NJ	1,600,000	0	1,608,100	0	1,396,528	0	1,533,400	0	1,241,140	0	7,379,168
BUFFALO, NY	311,600	0	212,000	0	205,240	0	244,000	0	244,000	0	1,216,840
BALTIMORE, MD	704,800	0	530,000	0	675,000	0	645,000	0	123,300	0	2,678,100
PHILADELPHIA, PA-NJ	1,674,635	0	2,232,632	0	1,710,244	0	1,600,500	0	1,538,700	0	8,756,711
PITTSBURGH, PA	619,700	0	614,800	1,600,000	574,680	0	569,800	64,000	479,400	240,000	4,762,380
WASHINGTON, DC-MD-VA	1,699,439	0	1,121,965	0	2,126,945	0	1,003,500	0	2,295,000	0	8,246,849
ATLANTA, GA	569,548	569,548	783,900	420,000	713,051	1,521,140	686,900	5,860,000	860,151	1,551,068	13,535,306
MIAMI, FL	598,000	0	738,000	0	479,000	0	488,900	0	400,200	480,000	3,184,100
FORT LAUDERDALE, FL	259,500	0	275,768	0	282,200	0	302,260	0	315,000	0	1,434,728
SAN JUAN, PR	200,000	0	371,300	0	371,300	0	199,300	0	291,600	0	1,433,500
CHICAGO, IL	2,649,000	416,970	2,575,267	180,000	2,238,000	256,456	2,338,100	0	2,391,020	292,000	12,864,813
NORTHWESTERN, IN	120,000	192,000	120,000	0	110,000	416,000	110,000	216,000	95,000	0	1,851,000
CINCINNATI, OH	415,000	0	325,000	0	325,000	0	325,000	0	293,400	0	1,683,400
CLEVELAND, OH	1,197,000	34,800	585,000	0	535,000	0	450,000	0	607,440	0	3,409,240
DETROIT, MI	1,570,000	0	1,495,000	414,000	1,410,000	0	1,320,000	0	1,055,000	0	6,850,000
MILWAUKEE, WI	553,000	336,000	530,000	0	553,000	360,000	500,000	288,000	0	438,000	3,972,000
MINNEAPOLIS-ST. PAUL, MN	602,688	0	520,000	0	576,000	0	2,020,000	0	475,000	0	4,193,688
DALLAS-FORT WORTH, TX	1,000,000	95,960	800,000	0	1,450,000	0	870,000	0	1,380,000	415,000	6,010,960
HOUSTON, TX	880,000	0	1,142,000	0	1,190,000	0	1,080,000	0	784,000	0	5,076,000
NEW ORLEANS, LA	650,000	571,600	284,000	480,000	284,000	361,400	464,000	315,000	280,000	0	3,690,000
KANSAS CITY, MO-KS	340,100	692,832	408,500	0	513,500	40,000	293,500	600,000	265,300	288,000	3,441,732
ST. LOUIS, MO-IL	619,520	120,000	733,900	0	643,900	0	583,900	0	491,200	0	3,192,420
PHOENIX, AZ	453,850	136,000	405,200	168,000	405,200	125,000	705,200	0	508,600	914,772	3,821,822
DENVER, CO	447,000	0	485,500	0	880,500	148,000	752,500	0	682,200	120,000	3,515,700
LOS ANGELES-LONG BEACH, CA	5,152,780	271,500	3,328,800	448,000	3,522,538	0	3,458,800	0	2,864,800	405,618	19,452,836
SAN FRANCISCO-OAKLAND, CA	1,234,600	1,125,433	1,216,381	0	1,455,200	0	998,100	2,800,000	1,552,300	0	10,382,014
SAN DIEGO, CA	573,000	755,268	761,400	691,200	562,400	898,000	1,265,615	426,000	628,000	1,359,200	7,920,083
SAN JOSE, CA	348,900	72,046	345,800	0	345,800	0	345,800	0	80,000	0	1,538,346
PORTLAND, OR-WA	225,640	870,080	223,620	1,135,920	523,620	1,148,700	265,900	1,147,540	242,200	518,400	6,301,620
SEATTLE-EVERETT, WA	723,340	101,395	511,280	55,000	469,000	502,000	596,000	799,400	435,300	502,500	4,695,215
TOTAL	34,103,485	6,881,432	29,849,629	5,842,040	30,659,547	5,909,643	30,125,943	13,203,940	26,744,343	7,524,558	190,844,560

DISCRETIONARY AND FORMULA FUNDS
USED FOR PLANNING PURPOSES
FISCAL YEARS 1986 - 1990

FIGURE 27



URBANIZED AREAS OVER 1 MILLION POPULATION

3/1/91

TABLE 28
CAPITAL AND OPERATING GRANTS BY STATE AND PROGRAM
DISCRETIONARY AND FORMULA
FISCAL YEARS 1986 - 1990

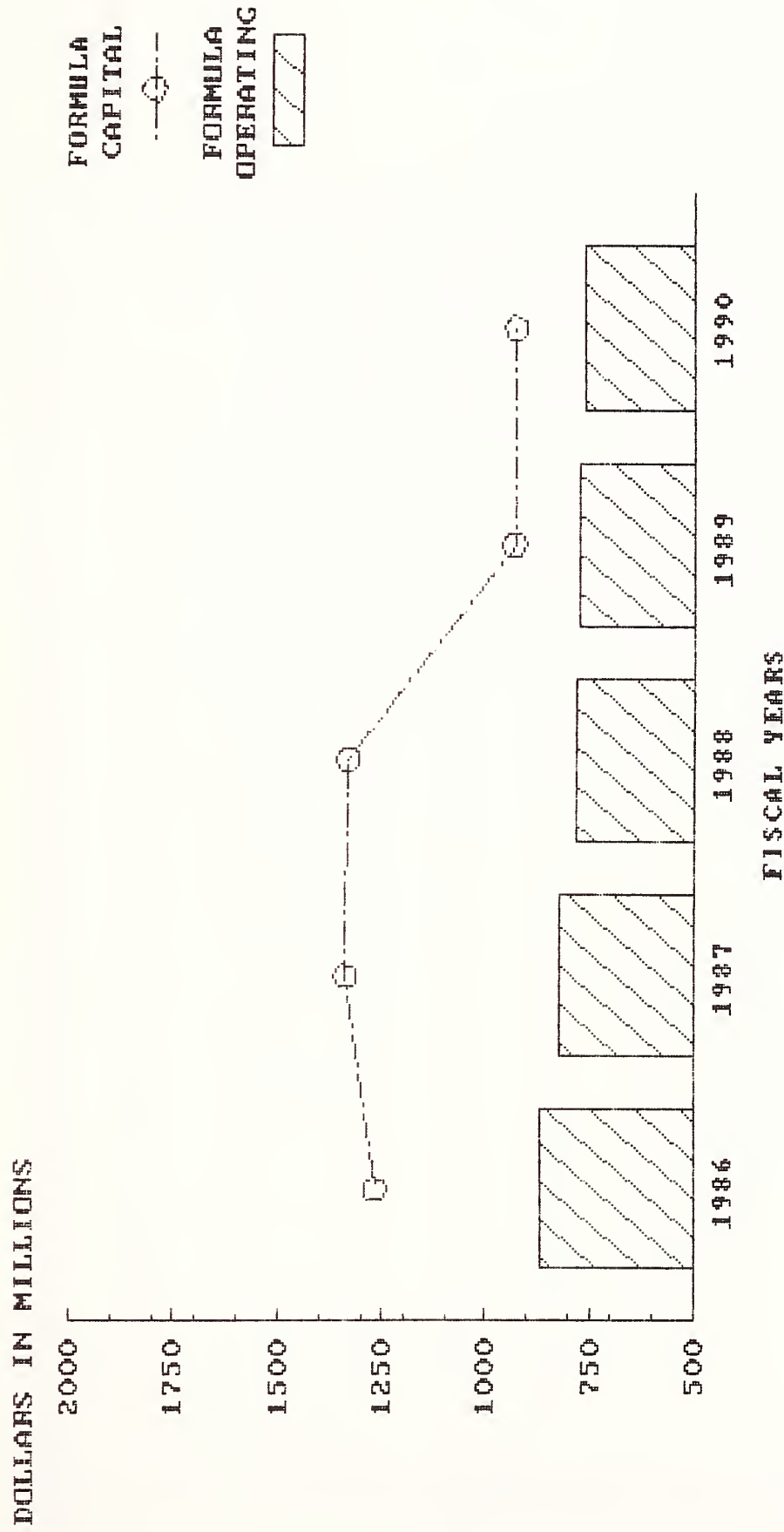
STATE	SEC. 3 1986	SEC. 3 1987	SEC. 3 1988	SEC. 3 1989	SEC. 3 1990	CAPITAL					OPERATING FORMULA								GRAND TOTAL
						FORM 1986	FORM 1987	FORM 1988	FORM 1989	FORM 1990	TOTAL CAPITAL	OPER 1986	OPER 1987	OPER 1988	OPER 1989	OPER 1990	TOTAL OPERATING		
ALABAMA	0	0	0	0	2.0	10.5	5.6	4.3	2.0	2.1	26.5	5.4	5.8	6.1	6.4	7.0	30.7	57.2	
ALASKA	0	0	0	0	0	0.3	0.4	0	0.1	0.1	0.9	0.6	0.6	0	0.1	1.5	2.8	3.7	
ARIZONA	0	0	2.4	0	3.0	14.5	3.8	11.4	4.8	11.9	51.8	7.5	7.2	6.8	1.7	11.3	34.5	86.3	
ARKANSAS	0	0	0	0	0	1.5	0.7	3.7	1.2	1.6	8.7	2.0	1.4	2.1	1.9	0.9	8.3	17.0	
CALIFORNIA	357.2	149.0	139.0	51.8	358.8	242.6	176.0	131.4	130.0	130.0	1,865.8	124.3	116.5	119.6	112.9	114.8	588.1	2,453.9	
COLORADO	0	18.6	0.7	0.5	36.6	9.1	8.1	13.0	10.5	8.1	105.2	9.7	9.8	9.6	8.6	9.2	46.9	152.1	
CONNECTICUT	0	27.0	0.4	91.7	23.4	23.3	5.4	22.0	7.4	20.3	220.9	3.0	13.4	13.8	13.4	13.6	57.2	278.1	
DELAWARE	0	0	0	0	1.6	0.1	4.9	0.5	0.3	0	7.4	3.1	2.9	2.2	2.0	1.9	12.1	19.5	
DIST. OF COL.	0	0	0	0	21.1	27.4	29.8	30.4	26.1	29.1	163.9	18.5	17.8	16.3	16.7	16.1	85.4	249.3	
FLORIDA	19.5	7.5	1.1	133.1	25.6	49.2	35.3	24.0	36.6	22.3	354.2	41.4	32.4	31.2	31.2	30.8	167.0	521.2	
GEORGIA	65.7	51.1	148.0	69.6	0.7	20.3	18.0	21.2	19.6	16.6	430.8	13.8	8.6	10.0	12.8	11.0	56.2	487.0	
HAWAII	0	0	0	0	0	21.1	15.9	0	8.7	2.0	47.7	3.7	3.3	0	3.6	3.6	14.2	61.9	
IDAHO	0	0	0	0	0	0.1	0.4	1.9	0.2	0.3	2.9	0.7	0.1	0.7	1.3	0.9	3.7	6.6	
ILLINOIS	75.8	34.1	152.4	91.8	56.1	112.2	105.2	99.3	80.3	82.6	889.8	64.1	58.1	54.8	55.2	55.8	288.0	1,177.8	
INDIANA	0	0	0.8	0	18.3	11.9	7.7	8.1	6.2	4.8	57.8	17.4	16.9	16.1	17.9	15.0	83.3	141.1	
IOWA	0	0	4.7	1.4	0.7	3.5	1.9	2.3	1.8	1.5	17.8	4.1	4.2	4.1	4.1	4.2	20.7	38.5	
KANSAS	0	0	0	0	0.6	2.8	1.4	1.9	2.7	1.0	10.4	2.5	2.3	2.5	2.6	2.8	12.7	23.1	
KENTUCKY	0	0	0.3	0	0.0	11.4	12.4	6	1.5	4.3	35.9	11.7	7.9	6.9	6.0	7.0	39.5	75.4	
LOUISIANA	38.4	2.0	2.6	21.6	5.8	11.4	0.6	17.9	5.7	5.4	111.4	12.5	12.7	12.8	13.7	10.6	62.3	173.7	
MAINE	1.7	1.3	3.0	0.4	1.0	2.3	0.1	0.7	0.2	0	10.7	1.4	0.6	1.5	1.0	0.8	5.3	16.0	
MARYLAND	0	0.5	10.6	21.6	15.6	23.3	19.2	16.2	14.1	14.8	135.9	14.2	12.8	12.0	12.1	11.4	62.5	198.4	
MASSACHUSETTS	73.0	14.2	52.8	16.6	76.3	53.5	40.7	38.7	36.2	35.7	437.7	31.8	30.7	29.4	31.2	29.3	152.4	590.1	
MICHIGAN	2.2	0	6.5	0	16.2	39.5	10.0	27.3	9.9	7.9	119.5	35.9	34.9	32.4	30.0	17.3	150.5	270.0	
MINNESOTA	0	0.3	8.4	1.0	7.5	2.7	23.1	8.0	6.8	6.9	64.7	9.9	9.6	9.0	9.0	9.0	46.5	111.2	
MISSISSIPPI	0	0	0	0	0	1.9	2.8	1.5	1.2	1.2	8.6	2.7	1.6	2.0	2.0	2.0	10.3	18.9	
MISSOURI	0	0	22.8	149.5	69.2	5.7	8.6	17.1	6.0	5.3	284.2	18.3	18.6	17.9	16.3	19.0	90.1	374.3	
MONTANA	0	0	0	0	3.5	0.1	0.3	0.2	1.0	0.6	5.7	1.1	1.3	1.2	1.2	1.2	6.0	11.7	
NEBRASKA	0	0	0	0	0.8	4.8	1.7	2.6	2.6	1.8	14.3	3.7	3.7	3.5	3.5	3.5	17.9	32.2	
NEVADA	1.7	0	0	0	0	0.5	3.6	0.3	3.6	0.9	10.6	1.4	1.1	0.6	2.3	1.6	7.0	17.6	
NEW HAMPSHIRE	0.8	0	0	0	0	0.8	1.3	0.1	0.1	0	3.1	1.6	1.4	1.5	1.0	2.5	8.0	11.1	
NEW JERSEY	63.2	66.3	31.9	104.0	43.7	110.4	82.1	80.9	62.3	62.6	707.4	52.4	42.4	38.8	38.4	45.9	217.9	925.3	
NEW MEXICO	0	1.4	1.0	0	1.2	6.5	0.5	0.5	0.5	0.2	11.3	0.1	4.1	2.1	2.0	2.1	10.4	21.7	
NEW YORK	128.0	123.4	21.0	221.0	199.7	156.8	415.8	469.5	229.1	227.6	2,191.9	149.8	134.8	121.4	126.4	123.1	655.5	2,847.4	
NORTH CAROLINA	0	0	0.9	12.3	3.9	6.0	6.7	6.4	10.7	1.1	48.0	8.1	7.6	7.8	9.2	7.1	39.8	87.8	
NORTH DAKOTA	0	0	0	0	0	0.1	0.3	0.4	0.2	0.5	1.5	0.8	0.7	0.8	1.0	1.0	4.3	5.8	
OHIO	11.3	2.7	25.3	0	29.9	48.7	44.9	34.2	18.3	27.7	243.0	37.1	35.0	33.2	32.4	32.2	169.9	412.9	
OKLAHOMA	0	0	0	0	0	5.1	1.5	3.3	3.9	3.9	17.7	5.3	4.9	5.4	5.3	5.0	25.9	43.6	
OREGON	22.8	7.5	0	0	18.8	4.8	8.5	10.1	5.6	3.2	81.3	6.3	6.2	5.8	5.9	5.9	30.1	111.4	
PENNSYLVANIA	102.2	56.3	60.4	116.4	64.2	64.1	89.4	55.6	56.2	55.4	720.2	54.3	54.1	49.3	49.2	39.1	246.0	966.2	
PUERTO RICO	3.8	0	0	0	3.0	9.1	12.4	14.0	4.3	8.3	54.9	11.9	8.5	9.3	7.7	7.7	45.1	100.0	
RHODE ISLAND	0	0	0	0	0.2	7.8	5.8	5.9	5.9	1.1	26.7	5.6	5.6	4.9	5.3	4.6	26.0	52.7	
SOUTH CAROLINA	0	0	3.1	0	0	1.4	0.5	3.9	2.7	2.3	13.9	4.3	4.3	0.9	5.7	5.3	20.5	34.4	
SOUTH DAKOTA	0	0	0	0	0	0.6	0.1	0.2	0.3	1.0	2.2	1.0	0.6	0.2	1.0	0.7	3.5	5.7	
TENNESSEE	0	0	0	0	0	4.7	15.4	4.2	4.7	5.1	34.1	9.8	9.1	8.3	8.3	8.3	43.8	77.9	
TEXAS	104.6	17.9	63.9	6.6	0.5	69.4	27.4	70.8	45.2	70.8	477.1	15.5	21.7	27.3	19.2	21.5	105.2	582.3	
UTAH	0	0	3.8	3.5	0	10.9	6.4	6.7	4.3	4.9	40.5	4.5	4.8	4.4	4.4	4.4	22.5	63.0	
VERMONT	0.3	0	0	0	0	0.3	0.3	0.2	0.2	0	1.3	0.2	0.2	0.3	0.2	0.4	1.3	2.6	
VIRGINIA	2.3	0	5.0	0	8.9	8.3	20.6	12.8	6.2	4.4	68.5	9.6	10.1	8.7	9.1	9.7	47.2	115.7	
VIRGIN ISLANDS	0	0	0	0	3.0	0	0	0	0	0	3.0	0	0	0	0	0	0	3.0	
WASHINGTON	28.2	79.3	67.2	23.6	3.9	33.5	31.3	22.2	32.4	21.5	343.1	11.4	10.7	8.6	11.6	10.3	52.6	395.7	
WEST VIRGINIA	0	0.7	0	0	8.6	1.4	1.3	1.4	0.2	0.5	14.1	2.4	3.0	2.9	2.8	2.5	13.6	27.7	
WISCONSIN	0	0	0	25.5	1.8	12.9	13.5	14.0	12.3	6.6	86.6	13.9	13.6	12.8	12.1	12.7	65.1	151.7	
WYOMING	0	0	0	0	0	0.1	0.1	0.1	0.2	0.3	0.8	0.2	0.2	0.2	0.2	0.3	1.1	1.9	
TOTAL	1102.7	659.7	840.4	1164.5	1134.5	1265.9	1335.7	1329.3	933.1	928.1	10693.9	872.5	820.4	780.0	779.1	765.4	4,017.4	14,711.3	

-67-

NOTE: DISCRETIONARY - SECTION 3
FORMULA - INCLUDES SECTIONS 5, 9A, 9B, AND 9

FORMULA CAPITAL AND OPERATING GRANTS FISCAL YEARS 1986 - 1990

FIGURE 28



FORMULA INCLUDES SECTIONS 5, 9A, 9B, AND 9.

TABLE 29

OBLIGATIONS FOR FORMULA AND DISCRETIONARY FUNDS BY STATE
(CAPITAL, OPERATING, AND PLANNING)
FISCAL YEARS 1986 - 1990

(in millions)

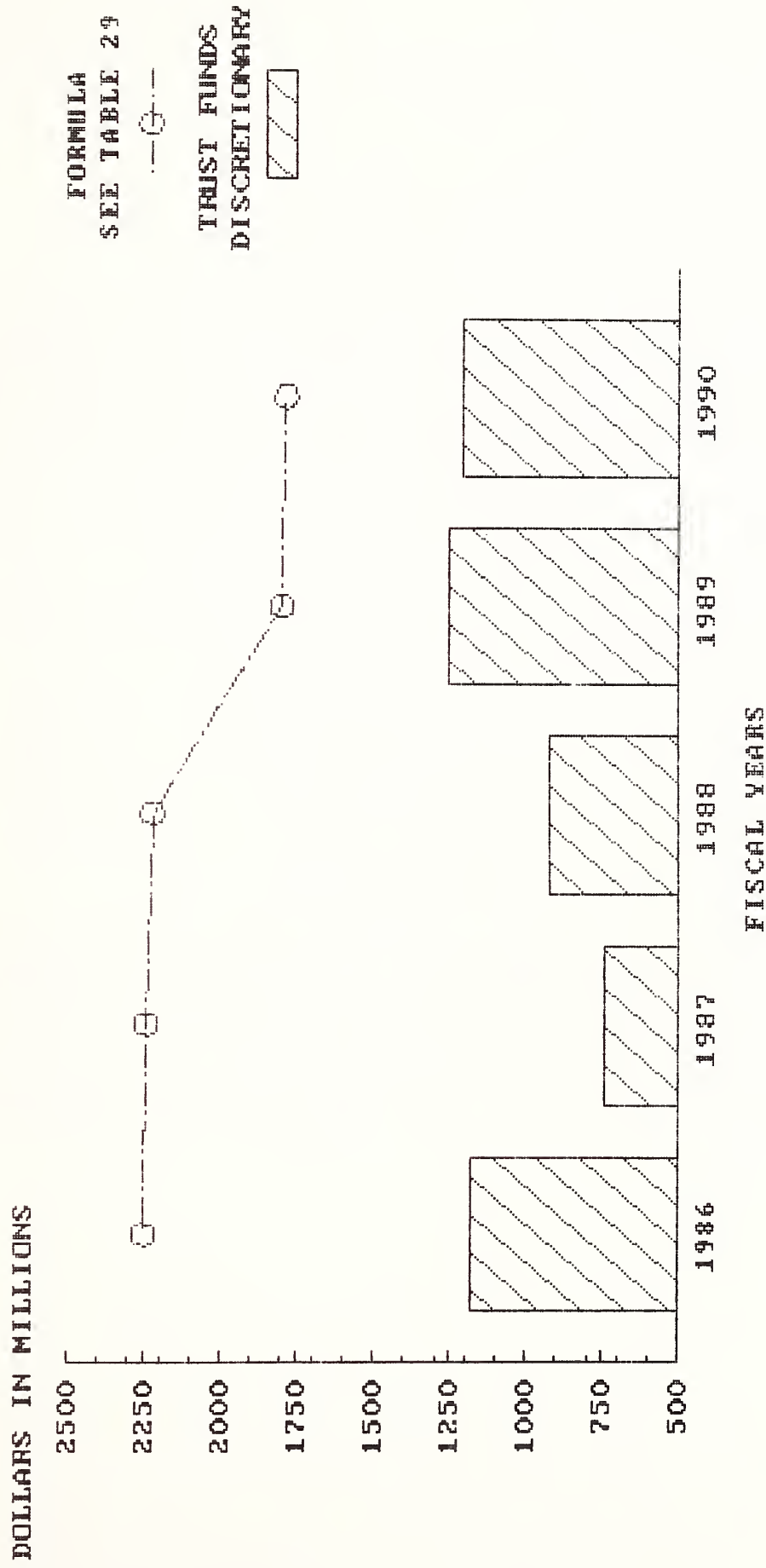
IN DESCENDING ORDER BY TOTAL AMOUNTS OF GRANT FUNDS

STATE	1986 TRUST FUNDS	1987 TRUST FUNDS	1988 TRUST FUNDS	1989 TRUST FUNDS	1990 TRUST FUNDS	1986 FORM	1987 FORM	1988 FORM	1989 FORM	1990 FORM	GRAND TOTAL
NEW YORK	136.2	130.4	27.5	227.6	205.9	310.3	553.8	593.0	357.4	356.5	2,898.6
CALIFORNIA	367.9	158.4	148.5	61.8	367.5	369.5	295.8	254.1	245.9	247.5	2,516.9
ILLINOIS	80.0	38.4	156.6	96.1	60.3	179.1	165.0	158.3	139.5	138.4	1,211.7
PENNSYLVANIA	106.5	61.5	65.1	122.1	68.7	121.8	147.4	109.1	109.0	98.0	1,009.2
NEW JERSEY	65.9	69.1	35.1	107.4	46.1	163.6	125.3	120.7	102.6	109.3	945.1
TEXAS	108.7	22.4	69.4	11.2	5.3	94.3	49.0	118.0	68.4	104.3	651.0
MASSACHUSETTS	75.5	16.8	55.8	19.4	79.3	86.5	72.7	69.7	68.5	66.1	610.3
FLORIDA	22.8	11.4	5.1	136.8	29.2	95.1	70.4	58.9	70.3	55.6	555.6
GEORGIA	67.2	52.9	149.7	71.3	2.6	34.5	26.5	35.7	34.5	30.0	504.9
OHIO	15.0	6.0	28.4	3.4	33.1	92.0	83.1	69.1	55.9	63.7	449.7
WASHINGTON	29.7	80.8	68.6	25.2	5.4	46.1	43.9	32.0	45.3	33.0	410.0
MISSOURI	1.8	2.1	25.3	151.6	71.0	26.7	29.1	37.4	24.5	26.2	395.7
MICHIGAN	5.2	3.1	9.7	2.9	18.9	78.5	48.5	62.5	42.7	27.9	299.9
CONNECTICUT	0.9	28.0	1.5	92.9	24.3	27.1	19.2	37.0	21.6	34.7	287.2
DIST. OF COLUMBIA	1.9	1.3	2.3	1.8	23.5	50.7	48.7	46.7	42.8	45.2	264.9
MARYLAND	1.3	1.9	12.1	23.2	17.3	38.4	32.9	29.2	27.1	27.2	210.6
LOUISIANA	39.8	3.1	3.6	22.6	6.9	25.6	15.0	33.1	21.0	17.6	188.3
WISCONSIN	1.5	1.6	1.6	27.1	3.2	29.0	29.6	29.4	26.7	21.5	171.2
COLORADO	1.0	19.7	2.1	1.7	37.7	20.0	19.3	24.1	20.3	18.4	164.3
INDIANA	1.2	1.4	2.2	1.4	19.7	30.9	26.7	27.0	26.7	22.0	159.2
VIRGINIA	3.3	1.5	6.2	1.1	10.0	20.3	32.3	23.6	17.1	16.3	131.7
MINNESOTA	1.3	1.6	9.8	3.6	8.7	14.3	34.5	18.8	17.3	17.5	127.4
OREGON	23.6	8.3	1.1	1.2	19.6	12.5	14.6	18.6	12.2	10.7	122.4
PUERTO RICO	4.4	0.8	0.8	0.6	3.7	24.5	27.4	24.7	12.8	17.6	117.3
NORTH CAROLINA	1.1	1.3	2.2	13.5	5.1	18.5	17.6	18.8	24.4	11.5	114.0
ARIZONA	1.0	1.0	3.4	1.3	4.1	22.8	12.1	19.0	7.1	24.3	96.1
TENNESSEE	1.1	1.2	1.2	1.3	1.3	17.0	26.6	14.3	15.1	15.3	94.4
KENTUCKY	0.8	0.9	1.1	0.9	0.9	26.4	21.9	13.4	9.9	13.6	89.8
ALABAMA	1.0	0.9	1.1	0.1	3.1	25.5	16.8	16.4	12.1	12.8	89.8
UTAH	0.5	0.4	4.3	4.1	0.6	15.7	11.6	11.4	9.1	9.6	67.3
HAWAII	0.3	0.3	0.3	0.3	0.3	25.8	19.5	0.3	12.5	5.8	65.4
RHODE ISLAND	0.5	0.5	0.5	0.7	0.7	13.6	11.6	11.0	11.4	5.9	56.4
OKLAHOMA	0.7	1.3	0.7	0.7	0.8	11.8	7.8	10.4	10.8	11.2	56.2
SOUTH CAROLINA	0.6	0.7	3.8	1.0	0.9	8.9	7.7	7.6	10.2	9.5	50.9
IOWA	0.7	0.8	5.5	2.2	1.5	7.8	7.8	8.0	7.6	7.3	49.2
NEBRASKA	0.4	0.5	0.5	0.5	1.3	9.2	6.3	7.0	6.8	6.0	38.5
WEST VIRGINIA	0.5	1.2	0.5	0.5	9.1	4.9	5.8	5.6	4.2	4.3	36.6
MISSISSIPPI	0.5	0.6	0.6	0.6	0.8	7.2	6.8	6.4	6.3	4.8	34.6
KANSAS	0.5	0.6	0.6	0.6	1.2	6.5	5.5	5.9	7.0	5.4	33.8
ARKANSAS	0.6	0.7	0.5	0.6	0.7	6.1	3.6	7.5	4.5	3.8	28.6
NEW MEXICO	0.4	0.6	1.9	1.3	0.4	2.0	11.3	3.4	3.1	3.0	27.4
DELAWARE	0.2	0.3	0.3	0.3	1.9	3.5	8.0	2.9	2.5	2.2	22.1
MAINE	2.0	1.6	3.4	0.7	1.4	4.4	1.7	3.0	1.9	1.6	21.7
NEVADA	2.0	0.3	0.3	0.3	0.2	2.0	5.0	1.1	6.1	2.7	20.0
NEW HAMPSHIRE	1.0	0.3	0.3	0.3	0.3	3.0	3.3	2.4	1.7	3.3	15.9
IDAHO	0.3	0.3	0.3	0.3	0.3	5.8	1.4	3.3	2.1	1.8	15.9
MONTANA	0.3	0.3	0.3	0.3	3.9	1.5	2.0	1.9	2.6	2.3	15.4
NORTH DAKOTA	0.2	0.2	0.3	0.3	0.2	1.6	1.8	1.8	1.5	2.0	9.9
SOUTH DAKOTA	0.2	0.2	0.2	0.2	0.2	2.3	1.4	1.1	1.7	2.2	9.7
WYOMING	0.2	0.2	0.2	0.2	0.2	1.1	1.4	1.5	1.7	1.8	8.5
ALASKA	0.2	0.2	0.1	0.2	0.2	1.3	1.2	0.0	1.1	2.0	6.5
VERMONT	0.5	0.3	0.3	0.2	0.2	0.8	0.8	1.0	0.9	0.8	5.8
TOTAL	1,180.9	740.2	922.8	1,247.5	1,209.7	2,248.3	2,239.0	2,217.1	1,796.0	1,782.0	15,583.5

NOTE: DISCRETIONARY (TRUST FUNDS) INCLUDES SECTIONS 3, 8, AND 16(b)(2).
 FORMULA (GENERAL FUNDS) INCLUDES SECTIONS 5, 9A, 9B, 9, 18 AND RTAP. SECTION 9B FINANCED BY TRUST FUNDS IS INCLUDED IN 9.
 DOES NOT INCLUDE VIRGIN ISLANDS, AMERICAN SAMOA, AND GUAM
 DISTRICT OF COLUMBIA DOES NOT INCLUDE STARK-HARRIS

OBLIGATIONS FOR DISCRETIONARY AND FORMULA
(CAPITAL, OPERATING, AND PLANNING)
FISCAL YEARS 1986 - 1990

FIGURE 29



PLEASE REFER TO FOOTNOTES ON TABLE 29

Federal-Aid Urban Systems (FAUS)

The Federal Aid Urban System (FAUS) program provides for the diversion of Highway Trust Funds to finance mass transit, capital and planning assistance projects. The FAUS projects are federally funded at 75%. From its inception in 1974 through FY 1990, a total of \$327.3 million has been used for transit related projects. In FY 1990 the two FAUS grants awarded were \$3 million to Toledo Ohio and \$816,750 to Columbus Ohio. As in previous years, the bulk of the funds continue to go for highway projects administered by the Federal Highway Administration.

From FY 1984 thru FY 1990 all FAUS transit grant funds were used for buses and bus related expenditures. The total of grants approved for those fiscal years is:

FY 1984	\$4,514,175
FY 1985	239,250
FY 1986	4,215,790
FY 1987	6,385,208
FY 1988	6,027,500
FY 1989	534,670
FY 1990	<u>3,816,750</u>
	\$25,733,343

Table 17 lists FAUS obligations from FY 1974 through FY 1990. The level of obligations fluctuated from year to year but there was an unparalleled drop in FY 1983. In FY 1983 the total obligations were \$6 million, \$46 million less than FY 1982, the year in which the obligations reached the highest point at \$52.6 million. In the years following, the obligations stayed in the \$4 or \$6 million range except for Fiscal Years 1985 and 1989 when the total grants approved were less than \$1 million.

TABLE 30

OBLIGATIONS FOR INTERSTATE TRANSFER (TRANSIT) AND URBAN SYSTEMS (FAUS)

STATE	FISCAL YEARS 1984 - FY 1990													TOTAL INTERSTATE TRANSFER & FAUS
	INTERSTATE TRANSFER	INTERSTATE TRANSFER	INTERSTATE TRANSFER	INTERSTATE TRANSFER	INTERSTATE TRANSFER	INTERSTATE TRANSFER	FAUS	FAUS	FAUS	FAUS	FAUS	FAUS	FAUS	
	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	
ALASKA	0	0	0	0	0	0	0	3,000,000	0	1,132,440	368,597	0	534,670	0
CALIFORNIA	24,326,320	24,477,892	0	12,813,920	3,338,530	0	849,150	0	0	3,017,350	949,111	3,241,500	0	0
CONNECTICUT	1,050,209	23,452,690	2,428,348	1,841,729	1,072,632	0	855,967	0	0	0	0	0	0	0
WASH. DC.	252,564	792,936	1,008,277	0	0	0	0	0	0	0	0	0	0	0
ILLINOIS	64,123,082	93,297,513	204,166,923	121,706,621	47,792,276	85,756,245	55,193,750	0	0	0	0	0	0	0
INDIANA	0	1,628,464	1,194,135	0	1,182,733	0	0	0	0	0	0	0	0	0
IOWA	579,955	722,313	0	193,273	77,707	0	0	0	0	0	0	0	0	0
MARYLAND	56,381,404	50,131,595	0	0	19,595,530	90,898,450	58,535,435	0	0	0	0	0	0	0
MASSACHUSETTS	34,988,550	17,127,092	18,590,724	20,112,258	5,761,385	5,944,407	1,718,462	0	0	0	0	0	0	0
MINNESOTA	1,823,465	1,572,330	0	0	262,143	412,589	211,481	1,143,000	0	0	5,000,000	2,786,000	0	0
NEW JERSEY	6,492,580	304,181	6,439,175	0	3,030,998	0	0	179,925	93,750	66,000	67,500	0	0	0
NEW YORK	5,731,822	1,636,573	840,259	24,270,305	48,363,300	50,600,568	34,622,132	0	0	0	0	0	0	0
OHIO	2,246,499	9,519,903	0	13,406,630	1,356,008	2,567,459	2,258,907	191,250	0	0	0	0	0	0
OREGON	8,681,509	299,914	200,000	61,475	135,125	78,290	0	0	0	0	0	0	0	0
PENNSYLVANIA	0	0	0	0	0	0	0	0	145,500	0	0	0	0	0
RHODE ISLAND	2,082,568	2,423,197	9,283,207	2,734,110	504,356	869,567	736,215	0	0	0	0	0	0	0
TENNESSEE	1,500,000	5,051,517	0	0	7,100,043	0	4,347,917	0	0	0	0	0	0	0
TOTAL	210,260,527	232,438,110	244,151,048	197,140,321	139,572,766	237,127,575	159,329,416	4,514,175	239,250	4,215,790	6,385,208	6,027,500	534,670	3,816,750
														1,445,753, 106

TABLE 31

GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES (EXCLUDING PUERTO RICO)
BY PROGRAM
FY 1984 - FY 1990

	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
VIRGIN ISLANDS								
=====								
SECTION 18	100,570	0	0	0	216,851	72,002	71,454	460,877
SECTION 16(b)(2)	53,760	0	122,152	0	129,448	129,420	129,421	564,201
RTAP	0	0	0	0	23,370	11,800	11,798	46,968
SECTION 3	0	0	0	0	0	0	3,000,000	3,000,000
SECTION 8 (TECH.STUDIES)	75,000	0	20,000	0	60,000	108,140	0	263,140
TOTAL	229,330	0	142,152	0	429,669	321,362	3,212,673	4,335,186
GUAM								
=====				*	*	*	*	0
SECTION 18	83,240	27,130	157,855	229,112	217,148	218,943	218,341	1,151,769
SECTION 16(b)(2)	131,000	0	127,394	0	0	0	0	258,394
RTAP	0	0	0	0	0	0	0	0
TOTAL	214,240	27,130	285,249	229,112	217,148	218,943	218,341	1,410,163
AMERICAN SAMOA								
=====								
SECTION 18	25,367	0	26,146	0	47,210	24,081	23,898	146,702
SECTION 16(b)(2)	0	0	0	0	50,940	50,934	50,934	152,808
RTAP	0			0	21,127	10,602	10,601	42,330
TOTAL	25,367	0	26,146	0	119,277	85,617	85,433	341,840
NORTHERN MARIANAS								
=====								
SECTION 18	0	36,953	11,410	14,120	0	0	0	62,483
SECTION 16(b)(2)	0	100,633	50,187	50,490	0	0	0	201,310
RTAP	0	0	0	0	0	0	0	0
TOTAL	0	137,586	61,597	64,610	0	0	0	263,793
GRAND TOTAL	468,937	164,716	515,144	293,722	766,094	625,922	3,516,447	6,350,982

* COMBINATION OF SECTION 18, 16 (b)(2), and RTAP

TABLE 32

3/15/91

UMTA OBLIGATIONS
DISCRETIONARY / FORMULA
RAIL MODERNIZATION CATEGORY
TOTAL (SECTION 3 & FORMULA) OBLIGATIONS
In Millions of Dollars

	SEC 3	FY 85 FORM	UMTA TOTAL	SEC 3	FY 86 FORM	UMTA TOTAL	SEC 3	FY 87 FORM	UMTA TOTAL	SEC 3	FY 88 FORM	UMTA TOTAL	SEC 3	FY 89 FORM	UMTA TOTAL	SEC 3	FY 90 FORM	UMTA TOTAL
UZA (GRANTEE)																		
BOSTON, MA (MBTA)	24.9	21.4	46.3	69.6	41.2	110.8	13.1	34.8	47.9	51.4	32.2	83.6	16.6	30.1	46.7	71.4	27.6	99.0
NEW YORK (MTA/NYCTA)	161.3	349.1	510.4	122.8	67.9	190.7	120.2	365.2	485.4	20.4	431.0	451.4	200.1	204.9	405	179.1	202.4	381.5
NEW JERSEY (NJT)	24.5	76.8	101.3	36.7	46.5	83.2	46.3	25.6	71.9	0	59.3	59.3	96.6	34.6	131.2	40.2	41.6	81.8
CONNECTICUT (CONNDOT)	0	5.4	5.4	0	14.9	14.9	27.0	1.4	28.4	0	8.0	8.0	91.7	0	91.7	23.4	0	23.4
PHILADELPHIA, PA (SEPTA, DRPA)	6.0	50.4	56.4	91.9	34.1	126.0	52.5	45.3	97.8	75.5	39.3	114.8	86.8	34.0	120.8	53.6	40.7	94.3
PITTSBURGH, PA (PAT)	42.8	17.4	60.2	0	10.2	10.2	3.6	14.6	18.2	0	2.4	2.4	0	0.6	0.6	4.0	0.5	4.5
CHICAGO, IL (CTA/CRT, NIRPC)	43.3	90.7	134	66.7	64.5	131.2	34.1	67.5	101.6	152.4	77.9	230.3	82.3	39.1	121.4	65.2	44.0	109.2
CLEVELAND, OH (GCRTA)	11.3	0.7	12	11.3	1.1	12.4	0	6.6	6.6	16.2	0.3	16.5	0	0	0	19.6	0.3	19.9
SAN FRANCISCO, CA (MUNI, BART, CALTRANS)	26.5	15.6	42.1	47.0	45.6	92.6	22.0	21.8	43.8	35.0	24.3	59.3	18.2	12.3	30.5	21.0	17.9	38.9
OTHERS	2.4	30.9	33.3	33.0	27.4	60.4	0	25.8	25.8	15.2	33.7	48.9	14.6	23.8	38.4	14.0	36.1	50.1
GRAND TOTALS	343.0	658.4	1001.4	479.0	353.4	832.4	318.8	608.6	927.4	366.1	708.4	1074.5	606.9	379.4	986.3	491.5	411.1	902.6

DISCRETIONARY AND FORMULA FUNDS OBLIGATED
FOR RAIL MODERNIZATION
FISCAL YEARS 1985 - 1990

FIGURE 32

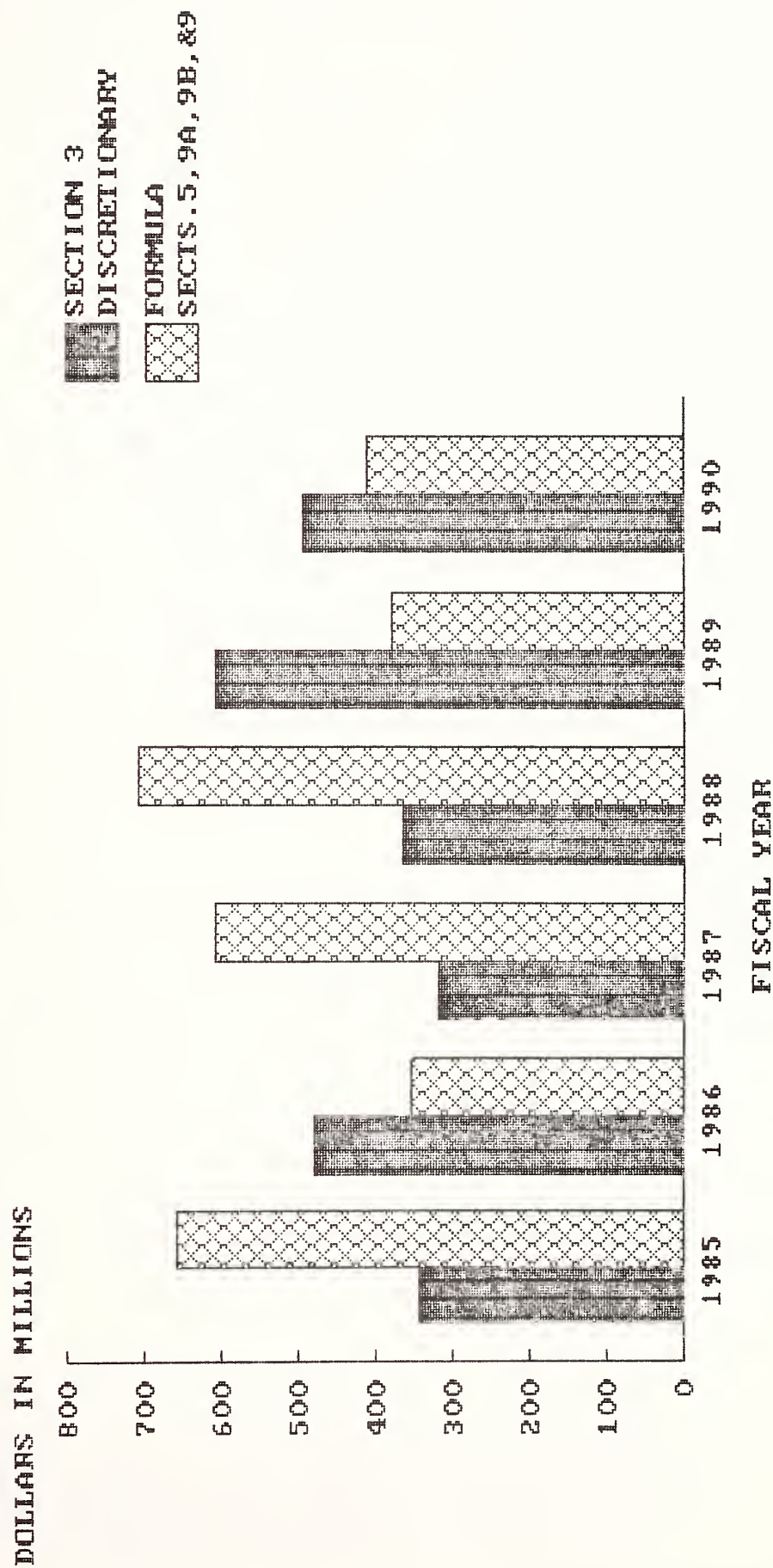


TABLE 32-1

UMTA OBLIGATION PERCENTAGES
DISCRETIONARY / FORMULA
RAIL MODERNIZATION CATEGORY
TOTAL (SECTION 3 & FORMULA) OBLIGATIONS

3/15/91

UZA (GRANTEE)	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
	SEC 3	FORM	SEC 3	FORM	SEC 3	FORM
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
BOSTON, MA (MBTA)	7%	15%	13%	4%	6%	5%
NEW YORK (MTA/NYCTA)	47%	51%	23%	38%	60%	52%
NEW JERSEY (NJT)	7%	10%	13%	8%	4%	8%
CONNECTICUT (CONNDOT)	0%	1%	4%	0%	0%	3%
PHILADELPHIA, PA (SEPTA, ORPA)	2%	6%	15%	16%	7%	11%
PITTSBURGH, PA (PAT)	12%	6%	1%	1%	2%	2%
CHICAGO, IL (CTA/CRT, NIRPC)	13%	14%	16%	11%	11%	11%
CLEVELAND, OH (GCRTA)	3%	1%	1%	0%	1%	1%
SAN FRANCISCO, CA (MUNI, BART, CALTRANS)	8%	4%	11%	7%	4%	5%
OTHERS	1%	3%	7%	0%	4%	3%
GRAND TOTALS	100%	100%	100%	100%	100%	100%

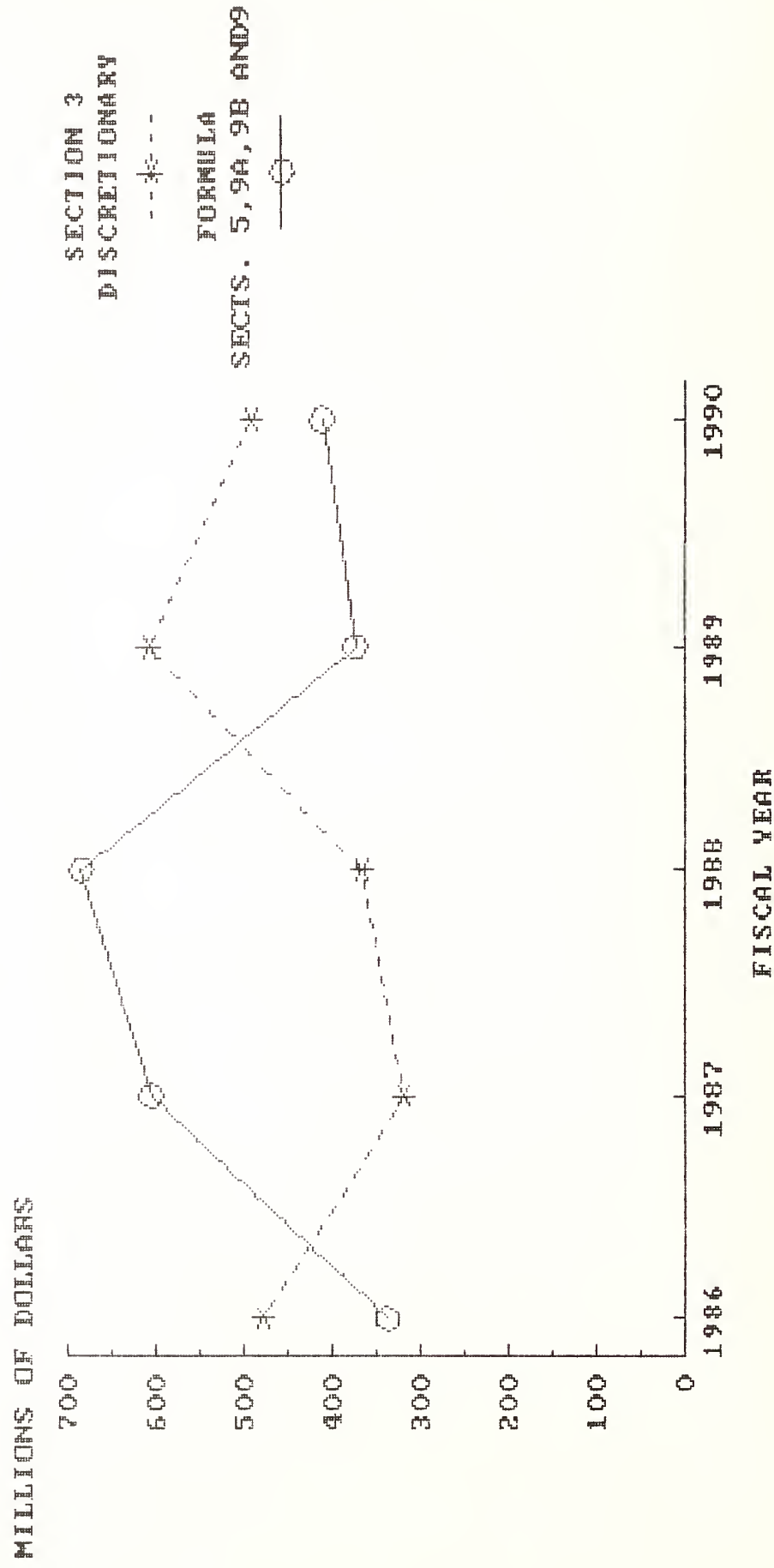
TABLE 33

DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR RAIL MODERNIZATION
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1986 - 1990

URBANIZED AREA	SEC. 3 FY 1986	SEC. 3 FY 1987	SEC. 3 FY 1988	SEC. 3 FY 1989	SEC. 3 FY 1990	FORMULA FY 1986	FORMULA FY 1987	FORMULA FY 1988	FORMULA FY 1989	FORMULA FY 1990	TOTAL
BOSTON, MA	69,591,774	13,139,100	51,353,625	16,575,000	71,373,000	40,976,930	34,823,220	32,169,808	28,167,288	27,622,565	385,792,310
NEW YORK, NY/ NORTHEASTERN NJ SW CONNECTICUT	122,847,000 36,699,999 0	120,224,325 46,265,001 27,039,750	20,406,951 0 0	200,070,300 96,595,845 91,725,000	179,092,701 40,200,000 23,372,400	67,609,984 46,471,940 0	365,198,205 25,634,240 0	431,039,512 59,259,348 0	204,939,436 34,581,600 0	202,384,000 41,553,696 0	1,913,812,414 427,261,669 142,137,150
BUFFALO, NY	0	0	0	0	0	0	357,873	0	0	0	357,873
BALTIMORE, MD	0	0	9,813,750	13,500,000	8,250,000	4,832,382	240,000	1,241,280	616,122	2,328,900	40,822,434
PHILADELPHIA, PA-NJ	91,960,395	52,500,000	75,450,000	86,769,999	53,604,744	34,086,319	46,766,222	39,294,980	34,004,920	40,722,193	555,159,772
PITTSBURGH, PA	0	3,550,702	0	0	3,999,999	10,160,000	14,640,000	2,400,000	600,000	540,000	35,890,701
WASHINGTON, DC-MD-VA	0	0	750,000	0	0	13,206,670	15,836,719	5,769,276	18,929,130	19,568,280	74,060,075
ATLANTA, GA	0	0	0	0	0	0	0	0	0	0	0
MIAMI, FL	0	0	0	0	0	0	2,379,932	0	0	4,173,600	6,553,532
CHICAGO, IL NORTHWESTERN, IN	66,633,771 0	34,114,767 0	152,394,750 0	82,368,750 0	46,872,975 18,342,999	62,979,893 1,392,000	65,648,844 0	77,930,693 2,727,221	39,040,749 0	43,043,310 1,004,691	671,028,502 23,466,911
CLEVELAND, OH	11,347,500	0	16,212,000	0	19,614,756	1,050,556	6,575,520	266,000	0	256,000	55,322,332
DETROIT, MI	0	0	0	0	0	0	0	0	0	0	0
DALLAS, TX	0	0	1,201,449	0	0	0	0	0	0	0	1,201,449
NEW ORLEANS, LA	32,956,138	0	2,630,251	1,157,216	5,764,053	0	0	0	0	0	42,507,658
SAN FRANCISCO-OAKLAND, CA	46,995,000	22,027,200	35,035,092	18,199,998	21,012,060	45,642,300	21,766,292	20,451,762	9,659,751	17,891,299	258,680,754
SAN DIEGO, CA	0	0	0	0	0	0	0	0	0	0	0
SAN JOSE, CA	0	0	0	0	0	101,478	0	3,791,938	2,654,202	6,051,116	12,598,734
SEATTLE-EVERETT, WA	0	0	0	0	0	8,863,175	4,373,596	6,053,155	0	1,200,000	20,489,926
TOTAL	479,031,577	318,860,845	365,247,868	606,962,108	491,499,687	337,373,627	604,240,663	682,394,973	373,193,198	408,339,650	4,667,144,196

DISCRETIONARY AND FORMULA FUNDS
OBLIGATED FOR RAIL MODERNIZATION
FISCAL YEARS 1986 - 1990

FIGURE 33



URBANIZED AREAS OVER 1 MILLION POPULATION

7/8/91

TABLE 33-1

DISCRETIONARY (SECTION 3) FUNDS OBLIGATED FOR RAIL MODERNIZATION
FISCAL YEARS 1984 - 1990

URBANIZED AREA	1984	1985	1986	1987	1988	1989	1990	TOTAL	7 YEAR AVERAGE	% OF TOTAL
BALTIMORE	0	0	0	0	9,813,750	13,500,000	8,250,000	31,563,750	4,509,107	1.0%
BOSTON	70,362,726	24,932,040	69,591,774	13,139,100	51,353,625	16,575,000	71,373,000	317,327,265	45,332,466	10.1%
CHICAGO	59,988,711	43,273,014	66,633,771	34,114,767	152,394,750	82,368,750	46,872,975	485,646,738	69,378,105	15.4%
NORTHWESTERN IN.	0	0	0	0	0	0	18,342,999	18,342,999	2,620,428	0.6%
CLEVELAND	7,665,690	11,347,500	11,347,500	0	16,212,000	0	19,614,756	66,187,446	9,455,340	2.1%
NEW ORLEANS	0	2,403,843	32,956,138	0	2,630,251	1,157,216	5,764,053	44,911,501	6,415,929	1.4%
NEW YORK	153,194,190	161,287,698	122,847,000	120,224,325	20,406,951	200,070,300	179,092,701	957,123,165	136,731,881	30.4%
NORTHEAST NJ	39,199,998	24,494,073	36,699,999	46,265,001	0	96,595,845	40,200,000	283,454,916	40,493,559	9.0%
PHILADELPHIA	63,683,175	6,000,000	91,960,395	52,500,000	53,550,000	86,769,999	53,604,744	408,068,313	58,295,473	13.0%
SOUTH NEW JERSEY	0	0	0	0	21,900,000	0	0	21,900,000	3,128,571	0.7%
PITTSBURGH	79,000,000	42,754,652	0	3,550,702	0	0	3,999,999	129,305,353	18,472,193	4.1%
SAN FRANCISCO	66,100,848	26,524,998	46,995,000	22,027,200	35,035,092	18,199,998	21,012,060	235,895,196	33,699,314	7.5%
SW CONNECTICUT	4,800,000	0	0	27,039,750	0	91,725,000	23,372,400	146,937,150	20,991,021	4.7%
OTHER	1,504,656	0	0	0	2,751,449	0	0	4,256,105	608,015	0.1%
TOTAL	545,499,994	343,017,818	479,031,577	318,860,845	366,047,868	606,962,108	491,499,687	3,150,919,897	450,131,414	100.0%

TABLE 33-2
DISCRETIONARY FUNDS OBLIGATED FOR RAIL MODERNIZATION
FISCAL YEARS 1971 - 1983
(\$ MILLIONS)

URBANIZED AREA

	FY 71	FY 72	FY 73	FY 74	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
BALTIMORE	0	0	0	0	0	0	0	12	0	1.4	0.8	0.5	6.2
BOSTON	20.7	35.6	100.6	20.6	37.5	48.8	43.1	51.0	41.5	52.3	65.0	63.0	69.3
CHICAGO	5.2	66.1	51.5	53.6	95.5	73.8	125.4	118.0	105.0	120.0	130.0	133.4	116.2
NORTHWESTERN, IN.	0	0	0	0	0	0	0	0	0.7	15.0	20.0	18.3	0
CLEVELAND	0	0	0	0.3	0	1.2	42.9	27.0	43.0	33.0	45.0	18.0	9.9
NEW ORLEANS	0	0	0	0	0	0	0	0	0	0	0.5	0	0
NEW YORK	49.2	88.4	194.1	147.6	252.8	263.5	245.4	222.0	190.6	232.0	285.0	252.5	283.0
NORTHEAST NJ	16.9	8.5	0	3.3	76.5	39.1	45.1	50.0	97.0	110.0	116.5	95.8	82.0
PHILADELPHIA	5.1	25.4	42.4	39.6	50.8	49.4	1.0	85.0	92.6	75.0	90.5	94.4	105.1
SOUTH NEW JERSEY	0	0	0	0	0	0	0	0	5.4	1.4	0.6	5.2	24.1
PITTSBURGH	0	0	0	0	0	0	20.1	32.0	28.6	66.9	92.8	81.5	50.0
SAN FRANCISCO	17.3	19.8	19.8	5.6	15.1	17.3	16.4	24.0	17.4	30.0	54.4	62.1	70.9
SW CONNECTICUT	5.9	15.1	13.4	49.6	0	18.2	0	0	20.0	20.0	20.0	18.0	21.6
OTHER	0	0	0	0	0	1.6	0	0	0.2	3.0	4.5	6.2	31.7
TOTAL	120.3	258.9	421.8	320.2	528.2	512.9	539.4	621.0	642.0	760.0	925.6	848.9	870.0

Program Management Oversight (PMO)

Project Management Oversight (PMO) provides for the monitoring of a major capital project's process to determine whether a project is on time, within budget, in conformance with design criteria, constructed to approved plans and specifications, and is efficiently and effectively implemented.

Section 23 of the UMT Act permits UMTA to use 1/2 of 1 percent of the funds made available in each Fiscal Year under Sections 3, 9, 18, Interstate Transfer, and Stark-Harris for oversight of major capital projects. UMTA developed a national PMO program for major capital projects and has assigned private contractors to perform the work. Fiscal Year 1990 appropriations Act amends Section 23 of UMT Act. Section 23 (h) was added to extend authority to include safety, procurement management and financial reviews as well as audits. Out of the \$11,176,625 obligated in FY 1990 \$8,787,625 was used for PMO; \$694,000 for Safety, \$1,500,000 for Procurement Management, and \$195,000 for Financial Reviews.

TABLE 34

DISTRIBUTION OF OBLIGATIONS FOR PROGRAM MANAGEMENT OVERSIGHT (PMO)
BY FISCAL YEAR AND PROGRAM

FY							TOTAL
	SECTION 8	SECTION 3	SECTION 9	STARK-	HARRIS:	INTERSTATE	
						TRANSFER	
1984	384,547	0	0	0	0	0	384,547
1985	1,940,135	0	0	0	0	0	1,940,135
1986	1,995,508	3,810,000	2,570,000	1,086,195		957,000	10,418,703
1987	0	4,553,350	9,193,749	986,507		294,490	15,028,096
1988	0	2,800,496	3,208,412	0		37,265	6,046,173
1989	0	5,076,559	645,270	1,698,933		169,942	7,590,704
1990	0	5,417,453	2,260,119	0		1,110,053	8,787,625
TOTAL	4,320,190	21,657,858	17,877,550	3,771,635		2,568,750	50,195,983

TABLE 35

CUMULATIVE OBLIGATIONS
SECTION 18
BY CATEGORY

(In Millions)

FY	CAPITAL	OPERATING	PROJECT ADMINISTRATION	STATE ADMINISTRATION	TOTAL
1979-1983	91.5 31.2%	129.4 44.1%	40.3 13.7%	32.0 10.9%	293.2
1984	42.5 36.7%	47.2 40.7%	17.6 15.2%	8.6 7.4%	115.9
1985	31.2 29.0%	50.7 47.2%	16.3 15.2%	9.3 8.7%	107.5
1986	33.1 30.1%	50.9 46.4%	17.4 15.8%	8.4 7.7%	109.8
1987	23.2 28.5%	40.6 49.9%	11.2 13.8%	6.3 7.7%	81.3
1988	27.9 27.2%	51.3 50.0%	15.4 15.0%	8.1 7.9%	102.7
1989	13.4 16.9%	44.8 56.4%	14.5 18.3%	6.7 8.4%	79.4
1990	13.6 16.1%	49.9 59.1%	14.4 17.1%	6.5 7.7%	84.4
TOTAL	264.7	414.9	130.8	79.4	889.8

FIGURE 35

SECTION 18 OBLIGATIONS
BY CATEGORY
FISCAL YEARS 1984 - 1990

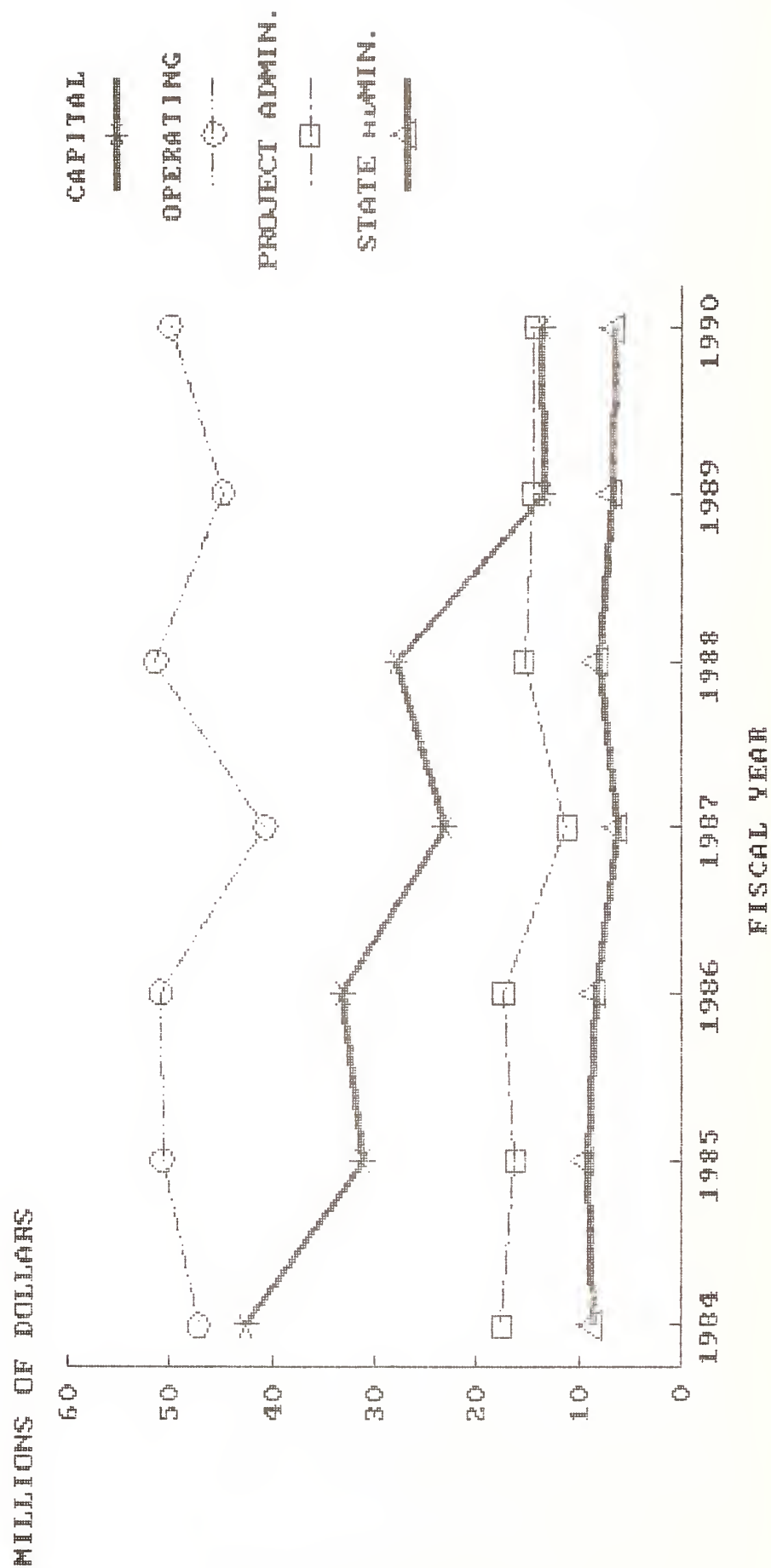


TABLE 36

OBLIGATIONS FOR RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)

BY STATE

FISCAL YEARS 1987 - 1990

STATE	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
ALABAMA	0	174,265	89,672	89,633	353,570
ALASKA	0	0	107,078	108,630	215,708
AMERICAN SAMOA	0	21,127	10,602	10,601	42,330
ARIZONA	0	128,076	64,998	64,983	258,057
ARKANSAS	82,117	78,005	82,117	82,085	324,324
CALIFORNIA	0	234,424	121,808	120,942	477,174
COLORADO	66,270	64,187	66,270	66,254	262,981
CONNECTICUT	0	127,661	0	129,538	257,199
DELAWARE	54,227	0	54,227	54,223	162,677
FLORIDA	0	180,874	93,202	93,159	367,235
GUAM *	0	0	0	0	0
GEORGIA	0	103,305	0	303,038	406,343
HAWAII	0	109,648	55,154	55,149	219,951
IDAHO	0	64,085	62,282	0	126,367
ILLINOIS	0	209,304	108,389	0	317,693
INDIANA	0	103,849	96,956	103,849	304,654
IOWA	0	86,952	87,203	86,942	261,097
KANSAS	78,129	74,528	78,129	78,101	308,887
KENTUCKY	95,257	0	184,721	95,213	375,191
LOUISIANA	87,357	82,575	87,357	87,320	344,609
MAINE	66,318	64,229	66,318	66,302	263,167
MARYLAND	0	137,530	70,048	70,028	277,606
MASSACHUSETTS	74,088	71,004	74,088	74,064	293,244
MICHIGAN	0	221,436	114,870	114,806	451,112
MINNESOTA	0	170,553	87,689	87,651	345,893
MISSISSIPPI	0	167,408	86,009	85,973	339,390
MISSOURI	0	180,132	92,806	92,763	365,701
MONTANA	60,775	59,395	60,775	60,764	241,709
NEBRASKA	34,035	87,608	78,445	48,058	248,146
NEVADA	0	107,164	53,827	53,823	214,814
NEW HAMPSHIRE	0	121,896	61,697	61,685	245,278
NEW JERSEY	0	137,447	70,004	69,984	277,435
NEW MEXICO	0	127,130	0	128,972	256,102
NEW YORK	0	225,000	6,393	240,307	471,700
NORTH CAROLINA	0	235,373	122,315	122,243	479,931
NORTH DAKOTA	58,870	57,734	58,870	58,861	234,335
NORTHERN MARIANAS	0	0	0	0	0
OHIO	129,392	119,229	129,392	129,313	507,326
OKLAHOMA	0	161,355	82,775	82,743	326,873
OREGON	0	113,000	110,063	20,000	243,063
PENNSYLVANIA	0	263,840	0	0	263,840
PUERTO RICO	0	77,530	0	151,536	229,066
RHODE ISLAND	0	105,455	52,914	52,912	211,281
SOUTH CAROLINA	86,013	81,403	86,013	85,978	339,407
SOUTH DAKOTA	60,290	58,973	60,290	60,280	239,833
TENNESSEE	0	0	284,076	96,638	380,714
TEXAS	0	277,981	145,074	144,980	568,035
UTAH	57,668	56,686	57,668	57,660	229,682
VERMONT	0	115,176	78,283	58,099	251,558
VIRGINIA	92,914	87,420	92,914	92,874	366,122
VIRGIN ISLANDS	0	23,370	11,800	11,798	46,968
WASHINGTON	78,158	74,553	78,158	78,130	308,999
WEST VIRGINIA	78,821	75,132	78,821	78,792	311,566
WISCONSIN	0	94,158	88,505	94,158	276,821
WYOMING	56,558	55,718	56,558	56,550	225,384
TOTAL	1,397,257	5,854,883	4,047,623	4,418,385	15,718,148

* GUAM - FUNDS USED FOR SECTION 18 OPERATING: 11,722, 1988; 11,975, 1989; AND 11,973, FY 1990

TABLE 37-A
OBLIGATIONS FOR 16(b)(2) (ELDERLY AND HANDICAPPED)
FISCAL YEARS 1984 - 1990

STATE	FY 84 E & H	FY 85 E & H	FY 86 E & H	FY 87 E & H	FY 88 E & H	FY 89 E & H	FY 90 E & H	TOTAL E & H
ALABAMA	675,440	508,404	531,212	627,078	628,692	625,484	625,520	4,221,830
ALASKA	205,671	195,584	136,434	139,132	139,178	139,088	139,089	1,094,176
AMERICAN SAMOA	0	0	0	0	50,940	50,934	50,934	152,808
ARIZONA	341,076	343,196	397,000	461,194	462,276	460,129	460,154	2,925,025
ARKANSAS	377,000	377,000	410,196	477,500	478,635	476,384	476,410	3,073,125
CALIFORNIA	2,767,724	1,851,428	2,277,187	2,785,098	2,793,657	2,776,666	2,776,864	18,028,624
COLORADO	297,364	299,052	341,977	393,182	394,046	392,333	392,353	2,510,307
CONNECTICUT	374,136	376,576	438,616	512,632	513,880	511,404	511,433	3,238,677
DELAWARE	240,884	166,957	177,303	189,646	189,854	189,442	189,446	1,343,532
DIST. OF COL.	428,000	189,000	192,474	208,396	208,666	208,133	208,139	1,642,808
FLORIDA	908,708	1,662,652	1,580,452	1,925,110	1,930,904	1,919,404	1,919,536	11,846,766
GEORGIA	585,000	585,000	603,864	716,876	718,780	715,000	715,044	4,639,564
GUAM	131,000	0	127,394	0	0	0	0	258,394
HAWAII	151,000	357,828	192,538	208,476	208,745	208,212	208,218	1,535,017
IDAHO	188,292	233,470	205,732	224,784	225,106	224,469	224,476	1,526,329
ILLINOIS	1,020,000	2,040,188	1,240,954	1,504,316	1,508,752	1,499,944	1,500,046	10,314,200
INDIANA	1,056,000	530,872	630,965	750,372	752,384	748,389	748,436	5,217,418
IOWA	386,010	388,566	453,565	531,104	532,412	529,818	529,848	3,351,323
KANSAS	652,012	333,028	384,332	445,534	446,565	444,518	444,542	3,150,531
KENTUCKY	491,000	982,000	491,000	595,256	596,769	593,765	593,800	4,343,590
LOUISIANA	591,204	528,000	496,454	584,110	585,594	582,661	582,695	3,950,718
MAINE	221,860	222,816	246,932	275,708	276,195	275,232	275,244	1,793,987
MARYLAND	408,372	411,148	481,716	565,900	567,318	564,502	564,535	3,563,491
MASSACHUSETTS	631,444	636,408	762,525	912,976	915,515	910,481	910,540	5,679,889
MICHIGAN	1,588,000	794,000	944,548	1,137,960	1,141,220	1,134,750	1,134,826	7,875,304
MINNESOTA	434,000	899,172	531,604	627,562	629,179	625,969	626,007	4,373,493
MISSISSIPPI	430,412	867,748	390,816	453,548	454,604	452,504	452,532	3,502,164
MISSOURI	1,036,768	696,616	686,632	819,176	821,409	816,975	817,027	5,694,603
MONTANA	182,216	182,780	197,027	214,024	214,312	213,743	213,750	1,417,852
NEBRASKA	170,116	530,000	299,281	340,408	341,104	339,729	339,745	2,360,383
NEVADA	171,252	171,672	183,184	196,914	197,146	196,687	196,692	1,313,547
NEW HAMPSHIRE	332,796	195,540	212,936	233,688	234,038	233,344	233,352	1,675,694
NEW JERSEY	1,389,648	734,560	884,884	1,064,216	1,064,216	1,061,200	1,061,304	7,260,028
NEW MEXICO	279,760	344,732	229,082	253,646	254,059	253,238	253,247	1,867,764
NEW YORK	1,680,000	1,680,000	2,042,792	2,495,388	2,500,000	2,487,872	2,488,048	15,374,100
NORTH CAROLINA	287,700	960,300	676,776	806,996	809,190	804,834	804,884	5,150,680
NORTH DAKOTA	269,836	186,920	191,968	207,774	208,040	207,511	207,518	1,479,567
NO. MARIANAS	0	100,633	50,187	50,490	0	0	0	201,310
OHIO	963,000	1,926,000	1,164,256	1,409,518	1,413,651	1,405,446	1,405,542	9,687,413
OKLAHOMA	416,000	416,000	455,639	533,668	534,984	532,373	532,384	3,421,048
OREGON	335,132	335,207	385,072	446,450	447,482	445,429	445,453	2,840,225
PENNSYLVANIA	2,044,696	1,464,204	1,457,169	1,771,556	1,776,855	1,766,337	1,766,460	12,047,277
PUERTO RICO	1,107,896	693,776	373,030	431,564	432,550	430,592	430,612	3,900,020
RHODE ISLAND	97,644	361,980	236,396	262,688	263,121	262,252	262,252	1,746,333
SOUTH CAROLINA	377,000	377,000	391,400	454,268	455,329	453,224	453,248	2,961,469
SOUTH DAKOTA	189,000	378,000	201,582	219,654	219,959	219,355	219,362	1,646,912
TENNESSEE	1,096,000	548,000	601,784	714,306	716,202	712,438	712,481	5,101,211
TEXAS	1,960,348	1,366,090	1,348,530	1,637,280	1,642,145	1,632,486	1,632,599	11,219,478
UTAH	200,632	201,088	219,852	242,236	242,615	241,866	241,874	1,590,163
VERMONT	165,076	165,468	175,448	187,356	187,558	187,160	187,166	1,255,232
VIRGINIA	510,000	510,000	575,262	740,322	683,314	679,759	679,800	4,378,457
VIRGIN ISLANDS	53,760	0	122,152	0	129,448	129,420	129,421	564,201
WASHINGTON	422,216	425,126	499,141	587,436	588,925	585,971	586,006	3,694,821
WEST VIRGINIA	321,000	642,000	337,406	387,566	388,378	386,701	386,720	2,849,771
WISCONSIN	929,840	552,104	601,612	714,092	715,988	712,225	712,268	4,938,129
WYOMING	219,696	151,252	156,434	163,854	163,977	163,729	163,734	1,182,676
TOTAL	32,790,637	32,077,141	29,624,704	34,839,984	34,995,861	34,821,511	34,823,616	233,973,454

NOTE: BEGINNING IN FY 1987 OBLIGATIONS FOR GUAM ARE INCLUDED WITH SECTION 18.

TABLE 37-B
OBLIGATIONS FOR SECTION 18 (RURAL)
FISCAL YEARS 1984 - 1990

STATE	FY 84 RURAL	FY 85 RURAL	FY 86 RURAL	FY 87 RURAL	FY 88 RURAL	FY 89 RURAL	FY 90 RURAL	TOTAL RURAL
ALABAMA	4,299,894	676,198	9,483,173	5,160,000	5,826,413	3,586,959	3,574,903	32,607,540
ALASKA	288,375	199,264	157,479	194,890	0	169,273	344,057	1,353,338
AMERICAN SAMOA	25,367	0	26,146	0	47,210	24,081	23,898	146,702
ARIZONA	903,620	864,600	779,917	1,095,122	756,443	599,934	963,728	5,963,364
ARKANSAS	4,022,049	1,903,407	2,586,209	1,449,939	1,644,389	1,284,738	1,274,977	14,165,708
CALIFORNIA	6,044,662	3,153,990	2,649,086	3,241,861	2,815,749	2,872,493	2,819,071	23,596,912
COLORADO	1,688,736	712,545	1,200,918	1,297,424	1,477,217	1,199,669	973,272	8,549,781
CONNECTICUT	1,452,369	892,673	817,295	433,137	1,121,164	848,385	642,435	6,207,458
DELAWARE	220,560	255,854	269,741	190,827	165,745	169,085	167,800	1,439,612
FLORIDA	4,141,571	1,844,710	4,794,356	2,686,908	3,807,319	2,478,178	2,444,000	22,197,042
GEORGIA	4,453,064	732,107	4,501,102	0	4,527,663	2,132,318	2,116,117	18,462,371
GUAM	83,240	27,130	157,855	229,112	217,148	218,943	218,341	1,151,769
HAWAII	434,236	389,965	341,458	273,281	202,098	206,171	204,605	2,051,814
IDAHO	717,320	609,309	1,033,435	919,019	610,983	613,441	584,346	5,087,853
ILLINOIS	4,138,832	2,278,618	5,022,520	1,583,975	3,925,611	3,856,157	0	20,805,713
INDIANA	3,825,359	1,775,759	2,766,860	2,084,469	2,561,146	2,526,166	2,154,091	17,693,850
IOWA	2,584,574	1,710,026	1,485,754	1,767,769	1,548,556	1,599,862	1,526,521	12,223,062
KANSAS	3,164,026	1,349,554	1,102,945	1,633,299	1,443,143	1,658,778	1,516,659	11,868,404
KENTUCKY	1,178,640	3,479,502	3,230,187	1,584,140	459,048	2,220,633	2,199,451	14,351,601
LOUISIANA	2,396,411	2,902,360	1,668,705	1,686,523	2,326,387	1,494,365	1,483,012	13,957,763
MAINE	796,457	1,354,078	674,668	892,706	737,773	652,768	647,809	5,756,259
MARYLAND	1,079,333	981,812	941,584	910,683	786,131	801,974	795,881	6,297,398
MASSACHUSETTS	597,784	1,720,706	1,347,758	1,360,120	1,473,880	1,022,564	1,039,392	8,562,204
MICHIGAN	2,850,285	3,529,153	3,140,490	3,570,888	2,543,447	2,596,157	2,575,261	20,805,681
MINNESOTA	1,968,302	4,312,663	1,672,340	1,781,100	1,613,029	1,479,999	1,617,263	14,444,696
MISSISSIPPI	2,098,825	2,919,325	2,612,500	2,483,951	2,711,773	3,013,270	1,429,477	17,269,121
MISSOURI	3,429,224	1,897,960	2,682,302	1,906,450	2,230,972	2,097,711	1,867,394	16,112,013
MONTANA	602,024	467,975	393,059	486,434	422,497	431,011	427,736	3,230,736
NEBRASKA	896,382	690,396	715,053	842,136	772,667	729,294	736,447	5,382,375
NEVADA	161,277	167,612	138,230	172,783	150,072	153,097	151,934	1,095,005
NEW HAMPSHIRE	870,703	736,238	600,806	679,138	612,835	696,853	681,157	4,877,730
NEW JERSEY	2,699,800	876,066	722,497	903,093	784,386	800,198	794,118	7,580,158
NEW MEXICO	671,574	716,793	634,730	687,091	654,311	618,308	579,761	4,562,568
NEW YORK	7,220,622	4,318,376	3,724,967	3,190,608	1,917,930	1,898,318	5,638,913	27,909,734
NORTH CAROLINA	6,124,423	2,976,479	4,392,280	3,264,716	4,335,600	4,392,740	3,052,270	28,538,508
NORTH DAKOTA	408,070	396,212	649,828	726,995	571,864	546,762	499,577	3,799,308
NO. MARIANAS	0	36,953	11,410	14,120	0	0	0	62,483
OHIO	2,773,447	9,016,127	7,136,189	3,051,993	1,602,278	5,026,344	3,666,873	32,273,251
OKLAHOMA	2,572,749	1,770,715	1,381,143	1,435,398	1,556,351	1,579,879	2,220,835	12,517,070
OREGON	1,181,637	795,518	1,286,700	0	2,645,249	520,500	1,507,981	7,937,585
PENNSYLVANIA	6,869,273	6,108,391	3,359,659	3,951,281	3,931,922	3,501,084	3,474,484	31,196,094
PUERTO RICO	3,219,200	978,684	3,486,272	6,536,350	1,318,314	835,310	1,430,476	17,804,606
RHODE ISLAND	310,699	113,575	105,252	131,561	114,268	116,571	106,666	998,592
SOUTH CAROLINA	3,542,191	4,173,240	3,129,437	2,809,283	2,691,622	1,681,052	1,799,106	19,825,931
SOUTH DAKOTA	341,546	500,635	654,327	658,426	733,439	618,254	516,245	4,022,872
TENNESSEE	2,803,770	2,254,251	2,436,214	2,107,587	1,830,565	1,867,455	1,853,267	15,153,109
TEXAS	5,790,139	19,052,292	9,433,892	11,855,020	19,659,331	3,803,195	11,855,020	81,448,889
UTAH	425,029	335,818	276,950	346,178	300,676	306,736	304,405	2,295,792
VERMONT	402,228	339,842	309,684	296,295	411,185	437,413	352,813	2,549,460
VIRGINIA	1,811,981	2,447,858	2,333,946	1,594,350	1,978,690	1,716,681	2,138,330	14,021,836
VIRGIN ISLANDS	100,570	0	0	0	216,851	72,002	71,454	460,877
WASHINGTON	1,898,151	1,403,034	1,245,540	1,856,914	1,133,760	1,126,379	1,133,362	9,797,140
WEST VIRGINIA	1,214,501	2,074,458	1,092,564	1,477,806	1,190,125	1,152,900	1,144,140	9,346,494
WISCONSIN	1,897,822	1,788,190	2,238,311	2,587,241	2,454,847	2,166,996	2,043,944	15,177,351
WYOMING	268,779	517,891	811,818	1,145,726	1,122,773	1,231,545	1,063,869	6,162,401
TOTAL	115,961,702	107,526,887	109,847,541	93,226,116	102,694,845	79,450,949	84,448,944	693,156,984

PLEASE NOTE THAT OBLIGATIONS FOR GUAM INCLUDE 16(b)(2) AND RTAP.

TABLE 38

TRANSFER OF FUNDS FROM SECTIONS 9, 9A, AND 9B TO SECTION 18
FISCAL YEARS 1984 THRU 1990

(IN REGIONAL ORDER)

	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
MAINE	0	60,826	55,388	168,000	85,900	0	0	370,114
MASSACHUSETTS	0	500,000	0	0	0	0	0	500,000
NEW HAMPSHIRE	0	211,162	137,435	77,072	90,000	140,655	159,314	815,638
NEW YORK	0	0	228,000	0	245,000	819,000	341,000	1,633,000
KENTUCKY	0	0	68,157	0	0	0	0	68,157
NORTH CAROLINA	0	0	930,210	181,500	1,500,000	1,500,000	0	4,111,710
PENNSYLVANIA	0	0	0	0	500,000	0	0	500,000
TENNESSEE	0	0	750,096	0	0	0	0	750,096
VIRGINIA	0	0	784,000	0	0	0	0	784,000
WEST VIRGINIA	0	0	70,400	0	0	0	0	70,400
ALABAMA	0	1,701,607	3,615,725	3,368,976	4,270,805	2,000,000	2,000,000	16,957,113
FLORIDA	0	1,844,710	1,341,960	736,507	2,113,280	750,000	729,000	7,515,457
GEORGIA	0	0	272,312	0	0	0	0	272,312
MISSISSIPPI	0	1,127,000	0	1,300,000	0	1,128,456	0	3,555,456
PUERTO RICO	0	6,000,000	0	0	0	0	75,096	6,075,096
SOUTH CAROLINA	2,006,969	2,222,746	1,602,058	1,402,781	1,155,537	145,016	244,261	8,779,368
ILLINOIS	0	500,000	0	0	0	520,523	0	1,020,523
INDIANA	0	0	0	90,105	0	0	0	90,105
MICHIGAN	80,000	564,298	781,055	638,390	0	0	0	2,063,743
MINNESOTA	0	354,226	72,819	52,223	0	31,764	26,716	537,748
OHIO	0	0	4,021,955	322,632	0	0	0	4,344,587
WISCONSIN	0	0	188,088	370,000	201,343	130,419	0	889,850
ARKANSAS	530,000	125,000	1,426,224	0	385,030	0	0	2,466,254
LOUISIANA	0	0	2,000,000	0	0	0	0	2,000,000
NEW MEXICO	0	0	50,000	213,627	0	0	0	263,627
OKLAHOMA	0	0	0	0	372,573	100,199	935,645	1,408,417
TEXAS	0	6,000,000	6,000,000	5,500,000	6,139,029	0	8,080,720	31,719,749
IOWA	0	0	239,926	300,000	300,000	366,342	300,000	1,506,268
KANSAS	0	0	21,726	500,000	533,570	0	400,000	1,455,296
MISSOURI	0	0	374,000	442,451	226,473	248,380	122,414	1,413,718
ARIZONA	0	0	0	0	0	0	368,352	368,352
COLORADO	0	0	613,280	562,897	839,237	548,832	327,380	2,891,626
NORTH DAKOTA	0	0	329,470	326,558	224,061	191,950	147,461	1,219,500
SOUTH DAKOTA	0	0	234,000	193,880	329,953	206,637	107,755	1,072,225
WYOMING	0	0	169,720	849,660	865,622	969,212	803,529	3,657,743
IDAHO	0	0	579,272	155,000	0	50,000	25,186	809,458
OREGON	0	0	0	0	55,000	7,122	6,634	68,756
WASHINGTON	0	0	4,000	320,000	0	0	0	324,000
GRAND TOTAL	2,616,969	21,211,575	26,961,276	18,072,259	20,432,413	9,854,507	15,200,463	114,349,462

TRANSFER OF FUNDS FROM
SECTIONS 9A AND 9 TO SECTION 18
FISCAL YEARS 1984 - 1990

FIGURE 38

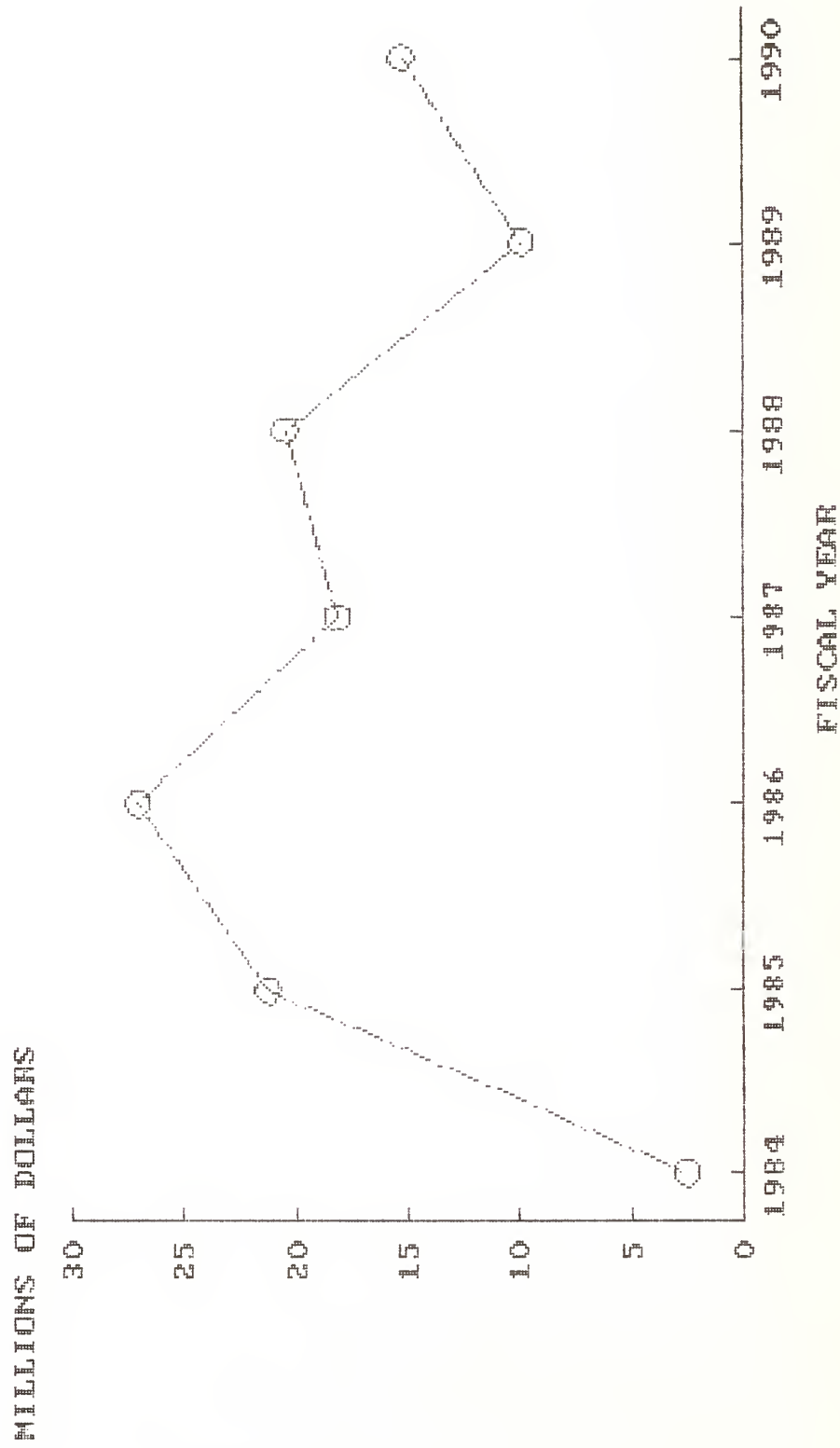


TABLE 39

FUNDS TRANSFERRED FROM SECTION 18 TO SECTION 9 OBLIGATED
IN FISCAL YEARS 1986 THROUGH FY 1990

STATE -----	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	TOTAL
	=====	=====	=====	=====	=====	=====
RHODE ISLAND	62,873	108,481	89,474	221,955	19,020	501,803
WISCONSIN	188,088	0	0	0	0	188,088
IOWA	88,426	200,000	200,000	244,228	240,000	972,654
OREGON	0	438,206	160,000	0	0	598,206
TOTAL	339,387	746,687	449,474	466,183	259,020	2,260,751

NOTE: RHODE ISLAND TRANSFER IN FY 1986 WAS A DEOBLIGATION.

TABLE 40

SECTION 9B OBLIGATIONS FOR FISCAL YEARS 1988 - 1990
BY STATE

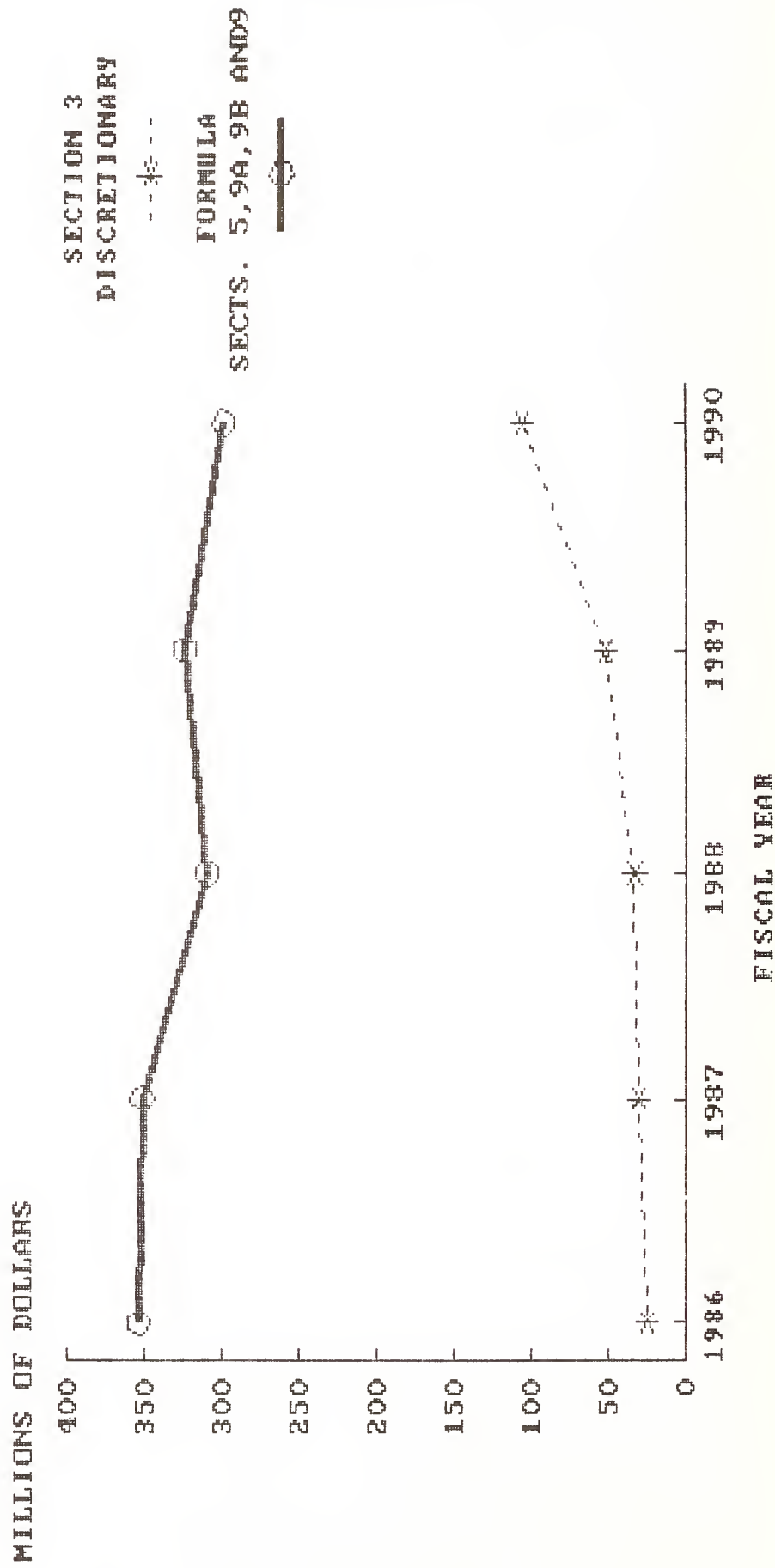
STATE	FY 1988 OBLIGATIONS	FY 1989 OBLIGATIONS	FY 1990 OBLIGATIONS	TOTAL
ALABAMA	7,555	117,657	180,932	306,144
ALASKA	0	32,077	68,611	100,688
ARIZONA	283,503	0	1,224,588	1,508,091
ARKANSAS	68,051	0	30,694	98,745
CALIFORNIA	4,588,849	14,016,671	2,876,901	21,482,421
COLORADO	0	1,139,452	616,941	1,756,393
CONNECTICUT	196,332	47,200	1,332,403	1,575,935
DELAWARE	99,445	106,357	0	205,802
DISTRICT OF COLUMBIA	1,994,402	2,092,731	2,200,750	6,287,883
FLORIDA	726,811	3,153,691	1,754,239	5,634,741
GEORGIA	0	2,072,710	1,093,184	3,165,894
HAWAII	0	583,142	0	583,142
IDAHO	12,587	67,789	48,353	128,729
ILLINOIS	5,298,849	5,790,234	5,899,922	16,989,005
INDIANA	59,866	921,648	257,168	1,238,682
IOWA	0	71,588	196,849	268,437
KANSAS	29,520	218,368	268,945	516,833
KENTUCKY	413,907	100,703	411,752	926,362
LOUISIANA	79,612	66,908	249,456	395,976
MAINE	0	63,490	66,897	130,387
MARYLAND	786,772	841,757	860,460	2,488,989
MASSACHUSETTS	2,172,231	2,251,715	3,063,607	7,487,553
MICHIGAN	1,120,264	1,738,377	1,176,873	4,035,514
MINNESOTA	580,684	687,174	616,266	1,884,124
MISSISSIPPI	35,985	64,340	125,009	225,334
MISSOURI	307,928	1,230,274	654,914	2,193,116
MONTANA	0	57,967	108,200	166,167
NEBRASKA	0	0	306,402	306,402
NEVADA	0	240,008	106,561	346,569
NEW HAMPSHIRE	5,694	1,003	0	6,697
NEW JERSEY	46,985	3,677,137	7,591,309	11,315,431
NEW MEXICO	119,353	13,002	24,151	156,506
NEW YORK	13,577,112	14,722,554	14,459,679	42,759,345
NORTH CAROLINA	95,715	405,327	538,673	1,039,715
NORTH DAKOTA	0	0	62,313	62,313
OHIO	1,459,100	1,731,551	2,643,492	5,834,143
OKLAHOMA	0	240,889	125,070	365,959
OREGON	538,778	523,621	688,833	1,751,232
PENNSYLVANIA	3,096,460	5,801,347	3,745,073	12,642,880
PUERTO RICO	404,810	636,881	621,103	1,662,794
RHODE ISLAND	0	0	427,029	427,029
SOUTH CAROLINA	103,342	274,826	190,306	568,474
SOUTH DAKOTA	0	0	63,342	63,342
TENNESSEE	410,387	314,758	377,443	1,102,588
TEXAS	1,672,227	1,343,396	3,604,825	6,620,448
UTAH	342,605	366,146	377,293	1,086,044
VERMONT	16,052	17,220	17,109	50,381
VIRGINIA	357,160	498,070	812,021	1,667,251
WASHINGTON	1,074,906	1,749,138	1,319,293	4,143,337
WEST VIRGINIA	105,951	89,449	155,930	351,330
WISCONSIN	592,996	632,250	1,209,386	2,434,632
WYOMING	0	0	29,300	29,300
TOTAL	42,882,786	70,812,593	64,879,850	178,575,229

TABLE 41
DISCRETIONARY AND FORMULA FUNDS OBLIGATED FOR BUSES
BY URBANIZED AREA AND POPULATION GROUP
FISCAL YEARS 1986 - 1990

URBANIZED AREA	FY 1986 SEC. 3 BUS AMOUNT (NO.)	FY 1986 FORMULA BUS AMOUNT (NO.)	FY 1987 SEC. 3 BUS AMOUNT (NO.)	FY 1987 FORMULA BUS AMOUNT (NO.)	FY 1988 SEC. 3 BUS AMOUNT (NO.)	FY 1988 FORMULA BUS AMOUNT (NO.)	FY 1989 SEC. 3 BUS AMOUNT (NO.)	FY 1989 FORMULA BUS AMOUNT (NO.)	FY 1990 SEC. 3 BUS AMOUNT (NO.)	FY 1990 FORMULA BUS AMOUNT (NO.)	TOTAL BUSES	TOTAL AMOUNT
OVER 1 MILLION POPULATION												
BOSTON, MA	0	2	0	4	0	1	0	0	0	0	7	182,400
NEW YORK, NY/	5	121	0	3	0	132	0	0	0	0	463	76,094,815
NORTHEASTERN NJ	0	79	137	56	0	4	0	0	0	0	276	39,043,201
BUFFALO, NY	0	0	0	14	0	0	0	0	0	0	68	7,087,241
BALTIMORE, MD	0	80	0	80	0	92	0	0	0	0	381	46,896,176
PHILADELPHIA, PA	0	120	0	0	0	0	0	0	0	0	120	16,800,000
PITTSBURGH, PA	0	4	0	12	0	42	0	0	0	0	157	11,254,604
WASHINGTON, DC-NO-VA	0	80	0	75	0	0	0	0	0	0	287	37,832,154
ATLANTA, GA	0	0	0	79	15	101	0	0	0	0	314	30,988,720
MIAMI, FL	0	120	53	36	0	0	0	0	0	0	324	41,365,784
FORT LAUDERDALE, FL	0	25	0	22	0	0	0	0	0	0	85	11,889,736
SAN JUAN, PR	0	358	0	50	0	2	0	0	0	0	81	10,282,164
CHICAGO, IL	0	9	18	226	0	97	0	0	0	0	1,162	133,874,407
NORTHWESTERN, IN	0	0	0	25	0	7	0	0	0	0	66	2,862,466
CINCINNATI, OH	0	0	0	126	0	41	0	0	0	0	220	22,448,445
CLEVELAND, OH	0	11	0	37	0	69	0	0	0	0	212	24,043,361
DETROIT, MI	0	2	0	0	0	200	0	0	0	0	335	35,121,274
MILWAUKEE, WI	0	0	0	0	0	50	0	0	0	0	144	16,725,484
MINNEAPOLIS-ST. PAUL, MN	0	0	0	181	0	70	0	0	0	0	343	41,347,396
DALLAS-FORTH WORTH, TX	0	98	0	19	8	35	0	0	0	0	216	17,392,343
HOUSTON, TX	0	0	0	0	0	60	0	0	0	0	395	45,386,640
NEW ORLEANS	50	5,423,850	0	0	0	1	0	0	0	0	109	12,651,447
KANSAS CITY, MO-KS	0	21	0	0	0	10	0	0	0	0	178	19,754,925
ST. LOUIS, MO-IL	0	0	0	0	0	94	0	0	0	0	163	20,127,689
PHOENIX, AZ	0	0	0	33	17	46	0	0	0	0	200	15,790,020
DENVER, CO	0	109	0	0	0	0	0	0	0	0	123	10,760,156
LOS ANGELES-LONG BEACH, CA	3	702,996	0	260	0	215	21	2,362,500	0	0	1,162	156,138,923
SAN FRANCISCO-LONG BEACH, CA	0	132	0	269	0	183	60	18,411,750	5	187,500	902	137,398,062
SAN DIEGO, CA	0	9	0	8	0	27	0	6,839,880	7	1,380,000	127	20,267,080
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	34	5,157,936
PORTLAND, OR-WA	35	4,608,408	0	48	0	55	0	2,160,800	107	14,200,000	261	30,154,808
SEATTLE-EVERETT, WA	0	41	0	16	0	21	0	15,773,264	6	218,812	168	56,434,304
SUB-TOTAL	93	11,095,254	208	27,909,201	139	16,371,010	181	34,913,647	444	55,143,034	9,083	1,161,514,161
POPULATION												
200,000-1,000,000	80	10,235,332	0	0	54	871	98	12,574,566	173	20,943,127	759	68,626,748
50,000-200,000	26	2,955,786	21	2,680,338	20	471	4	343,740	163	17,570,379	388	35,569,031
NON-URBAN	46	1,041,225	7	712,500	160	0	128	6,054,529	298	10,416,274	639	21,494,949
GRAND TOTAL	245	25,327,597	236	31,302,039	373	33,738,226	411	53,886,482	1,078	104,072,814	17,468	1,882,301,909

DISCRETIONARY AND FORMULA FUNDS
OBLIGATED FOR BUSES
FISCAL YEARS 1986 - 1990

FIGURE 41



ALL URBAN AND NON-URBAN AREAS

TABLE 42

3/14/91

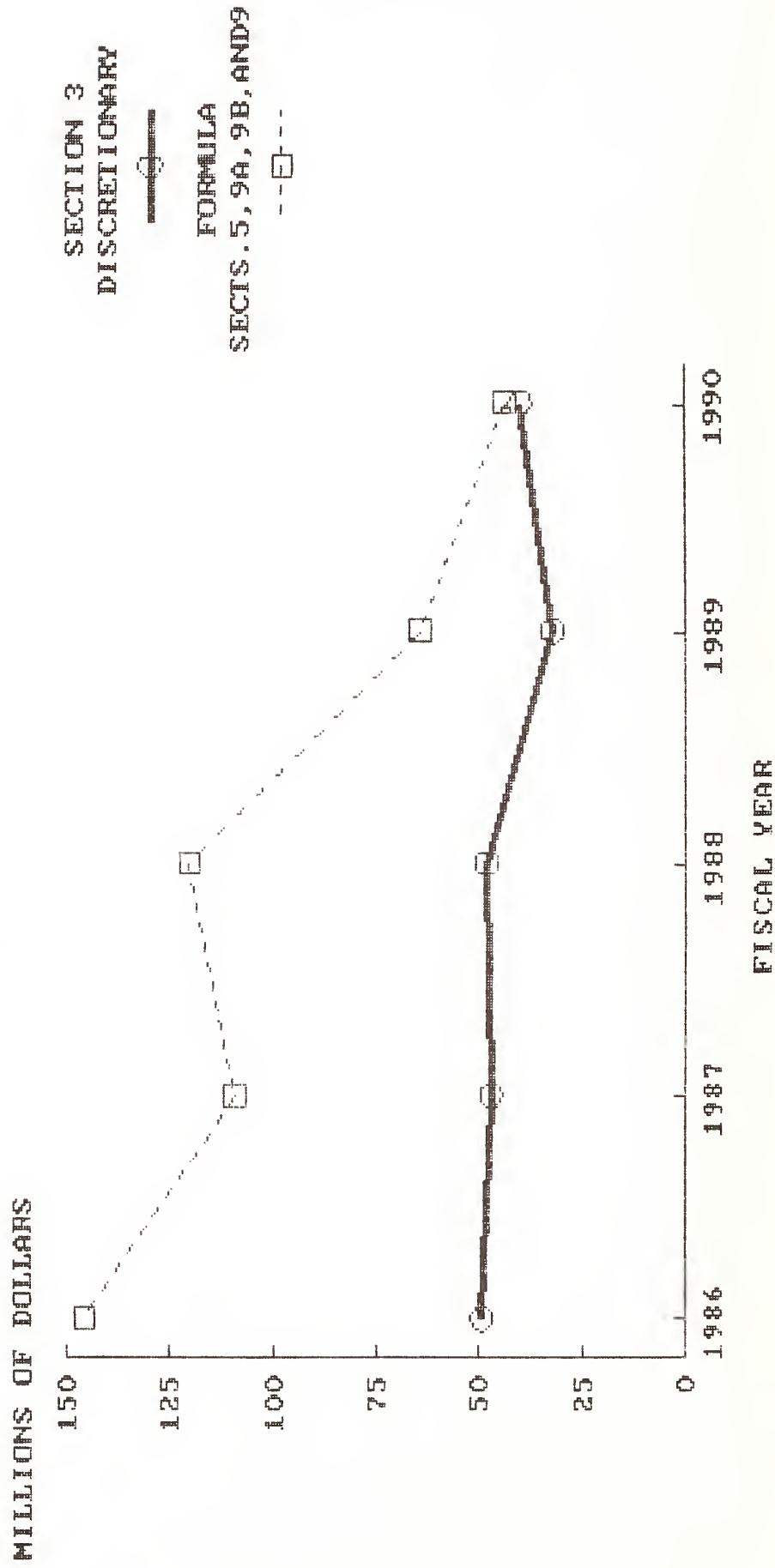
DISCRETIONARY AND FORMULA FUNDS USED FOR MAINTENANCE FACILITIES BY POPULATION GROUP
FISCAL YEARS 1986 - 1990

URBANIZED AREA	SEC. 3 FY 1986	FORMULA FY 1986	SEC. 3 FY 1987	FORMULA FY 1987	SEC. 3 FY 1988	FORMULA FY 1988	SEC. 3 FY 1989	FORMULA FY 1989	SEC. 3 FY 1990	FORMULA FY 1990	TOTAL
OVER 1 MILLION POPULATION											
BOSTON, MA	0	640,000	0	0	0	0	0	0	0	0	640,000
NEW YORK, NY/	2,499,999	20,455,520	0	0	0	958,621	0	0	0	897,280	24,811,420
NORTHEASTERN NJ	0	17,037,251	0	0	10,000,002	5,764,576	0	14,543,051	0	14,505,040	61,849,920
BUFFALO, NY	0	0	0	238,880	0	0	7,999,998	0	7,999,998	0	16,238,876
BALTIMORE, MD	0	0	0	0	0	0	0	0	0	0	0
PHILADELPHIA, PA-NJ	0	0	0	0	6,375,000	2,353,600	15,375,000	3,602,400	0	0	27,706,000
PITTSBURGH, PA	10,200,000	72,000	0	5,353,600	0	2,207,200	0	5,185,156	0	5,267,480	28,285,436
WASHINGTON, DC-MO-VA	0	9,256,080	0	12,439,532	0	0	0	972,000	0	4,950,000	27,617,612
ATLANTA, GA	0	0	0	0	0	0	0	0	0	0	0
MIAMI, FL	0	1,203,200	0	0	0	0	0	1,406,400	0	244,000	2,853,600
FORT LAUDERDALE, FL	0	127,932	0	0	0	400,000	0	0	0	0	527,932
SAN JUAN, PR	0	0	0	0	0	0	0	13,600	0	428,800	442,400
CHICAGO, IL	9,149,736	0	0	4,180,000	0	2,167,680	3,508,278	3,913,649	3,750,000	0	26,669,343
NORTHWESTERN, IN	0	0	0	0	0	0	0	0	0	0	0
CINCINNATI, OH	0	356,800	0	0	0	0	0	0	0	0	356,800
CLEVELAND, OH	0	0	0	134,600	0	1,956,372	0	0	10,157,585	0	17,717,585
DETROIT, MI	0	0	0	1,860,000	0	600,000	0	1,160,000	0	0	2,090,972
MILWAUKEE, WI	0	180,000	0	0	8,397,000	0	0	0	0	0	3,800,000
MINNEAPOLIS-ST. PAUL, MN	0	495,975	0	5,813,969	0	14,489,449	0	0	0	0	8,892,975
DALLAS-FORT WORTH, TX	0	861,532	0	0	0	22,371,200	0	489,337	0	21,164,950	43,273,701
HOUSTON, TX	0	2,527,689	17,885,475	0	0	10,342,187	0	2,454,009	0	2,602,860	16,524,979
NEW ORLEANS, LA	0	280,000	845,923	0	0	0	0	0	0	96,400	3,906,400
KANSAS CITY, MO-KS	0	0	0	0	3,810,000	0	0	0	0	0	0
ST. LOUIS, MO-IL	0	0	0	0	0	0	0	0	0	0	0
PHOENIX, AZ	0	3,894,320	0	707,200	0	0	0	0	3,000,000	0	7,601,520
DENVER, CO	0	0	18,397,116	470,088	0	5,600,000	0	160,240	0	0	24,627,444
LOS ANGELES-LONG BEACH, CA	494,874	2,612,320	0	4,261,840	0	3,941,000	0	5,509,737	0	657,472	17,477,243
SAN FRANCISCO-OAKLAND, CA	0	16,626,350	0	6,260,800	0	500,000	0	6,251,280	5,266,155	2,784,600	37,689,185
SAN DIEGO, CA	0	3,095,896	0	232,800	0	0	0	0	0	0	3,328,696
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0
PORTLAND, OR-WA	0	0	0	0	0	0	0	116,000	0	0	116,000
SEATTLE-EVERETT, WA	0	1,920,000	0	13,063,025	0	0	0	1,222,125	0	0	16,205,150
SUB-TOTAL	22,344,609	81,642,865	37,128,514	55,016,334	36,142,002	73,651,885	26,883,276	46,998,984	30,173,738	32,433,932	442,416,139
POPULATION											
200,000 - 1,000,000	18,176,876	44,620,921	525,000	35,501,640	3,750,000	39,375,291	1,073,871	10,455,896	439,998	9,078,508	162,998,001
50,000 - 200,000	5,704,330	19,335,488	9,184,233	18,588,323	847,500	7,144,491	600,000	7,074,951	6,433,023	2,151,104	77,063,443
NON-URBAN	3,285,327	0	249,000	0	7,687,058	0	3,703,794	0	2,559,019	0	17,484,198
GRAND TOTAL	49,511,142	145,599,274	47,086,747	109,106,297	48,426,560	120,171,667	32,260,941	64,529,831	39,605,778	43,663,544	699,961,781

NOTE: BUS MAINTENANCE FACILITIES INCLUDES GARAGES, BUS STORAGE FACILITIES, DEPOTS, AND BUS PARKING LOTS.

DISCRETIONARY AND FORMULA FUNDS
USED FOR MAINTENANCE FACILITIES
FISCAL YEARS 1986 - 1990

FIGURE 42



REPRESENTS TOTAL OF URBANIZED AND
NON-URBANIZED AREAS

TABLE 43

DISCRETIONARY AND FORMULA FUNDS USED FOR BUS OTHER BY POPULATION GROUP
FISCAL YEARS 1986 - 1990

URBANIZED AREA	SEC. 3 1986	FORMULA FY 1986	SEC. 3 FY 1987	FORMULA FY 1987	SEC. 3 FY 1988	FORMULA FY 1988	SEC. 3 FY 1989	FORMULA FY 1989	SEC. 3 FY 1990	FORMULA FY 1990	TOTAL
OVER 1 MILLION POPULATION											
BOSTON, MA	0	2,540,474	0	37,988,520	0	10,000	0	4,986,849	111,645	31,100	2,693,219
NEW YORK, NY/	0	23,639,370	0	37,044,104	0	5,708,919	641,875	6,127,997	0	584,000	73,549,533
NORTHEASTERN NJ	26,499,999	24,984,909	0	719,200	0	2,648,000	1,437,501	80,385	1,470,000	2,516,800	98,643,809
BUFFALO, NY	0	7,427,224	0	29,029	750,000	115,559	18,750	935,496	0	155,200	12,467,510
BALTIMORE, MD	0	484,087	0	2,867,929	0	0	7,707,000	0	7,304,496	1,360,800	10,998,217
PHILADELPHIA, PA-NJ	0	5,538,640	0	11,649,140	0	3,440,000	9,999,999	7,352,000	0	6,407,200	39,902,369
PITTSBURGH, PA	0	153,513	442,791	1,214,468	0	30,921,022	0	1,541,246	25,741,709	976,000	39,001,852
WASHINGTON, DC-MO-VA	0	1,778,794	0	5,960,780	1,132,500	4,416,092	0	2,624,068	0	3,670,000	62,616,030
ATLANTA, GA	0	600,000	1,930,800	2,900,000	1,108,044	3,725,600	0	4,336,000	150,000	1,728,000	18,403,440
MIAMI, FL	0	8,383,088	0	0	0	2,619,476	0	1,594,500	0	905,208	24,261,532
FORT LAUDERDALE, FL	0	2,907,848	0	0	0	5,586,876	0	2,532,848	0	4,176,200	8,027,032
SAN JUAN, PR	3,801,000	7,546,176	0	3,490,928	0	7,253,634	5,965,323	0	0	7,720,147	27,134,028
CHICAGO, IL	0	1,973,029	0	4,540,617	0	14,300	32,033	153,700	0	132,000	27,452,750
NORTHWESTERN, IN	0	116,956	0	1,425,971	0	572,451	0	372,000	0	556,400	1,874,960
CINCINNATI, OH	0	10,458,672	360,000	783,992	0	956,187	0	0	120,000	1,108,749	13,103,415
CLEVELAND, OH	0	4,905,492	0	3,929,989	0	3,231,588	0	0	0	1,206,962	11,020,417
DETROIT, MI	0	0	0	190,048	0	3,061,280	21,450,000	2,413,745	0	1,020,879	3,591,316
MILWAUKEE, WI	0	6,613,968	0	6,077,492	0	0	0	0	0	0	40,823,447
MINNEAPOLIS-ST. PAUL, MN	0	1,068,825	0	1,745,646	0	0	0	0	0	6,125,000	8,939,471
DALLAS-FORT WORTH, TX	9,838,291	2,418,600	0	298,000	14,851,250	1,627,151	292,500	4,776,050	0	19,138,214	43,401,765
HOUSTON, TX	0	26,522,620	0	0	928,000	2,294,727	579,111	1,275,200	173,424	3,187,572	44,798,945
NEW ORLEANS, LA	0	3,430,684	1,188,077	0	0	308,800	18,750,000	103,000	0	80,288	23,860,849
KANSAS CITY, MO-KS	0	0	0	2,482,028	7,137,750	1,656,040	0	0	0	0	12,296,697
ST. LOUIS, MO-IL	0	2,761,793	0	512,656	0	2,495,676	0	0	0	0	5,770,125
PHOENIX, AZ	0	605,208	0	825,160	0	436,865	0	425,470	0	2,329,430	4,622,133
DENVER, CO	0	0	0	5,388,421	0	5,895,777	408,750	8,437,572	0	3,938,908	24,069,428
LOS ANGELES-LONG BEACH, CA	0	17,765,256	0	11,244,808	5,734,908	4,742,480	2,981,187	13,898,692	0	14,402,116	70,769,447
SAN FRANCISCO-OAKLAND, CA	0	4,061,600	0	4,014,192	2,000,000	135,200	9,661,500	6,478,096	0	6,041,900	32,392,488
SAN DIEGO, CA	0	4,201,720	0	1,628,440	0	639,480	0	967,360	0	1,978,666	9,415,666
SAN JOSE, CA	0	0	0	0	0	2,101,863	0	1,321,044	0	0	3,422,907
PORTLAND, OR-WA	6,891,592	1,948,376	0	2,400,106	0	1,104,720	0	2,921,251	2,499,999	735,840	18,501,884
SEATTLE-EVERETT, WA	0	2,701,226	9,447,775	893,600	0	763,637	5,791,368	671,430	0	0	20,269,036
SUB-TOTAL POPULATION	47,030,882	177,538,148	13,369,443	152,245,164	33,642,452	98,483,400	85,716,897	76,325,999	37,571,273	96,172,059	818,095,717
200,000-1,000,000	40,066,005	59,665,179	3,000,000	43,996,317	2,425,500	43,427,597	24,276,918	38,882,136	1,841,375	43,591,275	301,172,302
50,000-200,000	1,710,795	17,887,270	340,000	17,637,549	0	23,531,874	35,364	16,422,989	2,050,947	15,994,011	95,610,799
NON-URBAN	542,403	0	202,875	0	900,000	0	1,804,047	0	1,681,787	0	5,131,112
GRAND TOTAL	89,350,085	255,090,597	16,912,318	213,879,030	36,967,952	165,442,871	111,833,226	131,631,124	43,145,382	155,757,345	1,220,009,930

NOTE: BUS OTHER INCLUDES BUS REHAB AND LEASING, PARK AND RIDE FACILITIES, WAITING FACILITIES AND TERMINALS, PARKING LOTS FOR VEHICLES,
BUS PASSENGER SHELTERS, TRANSIT MALLS AND CENTERS, TRANSFER FACILITIES, FERRY BOATS AND TERMINALS.

TABLE 44
NEW BUS COMMITMENTS
BY YEAR OF APPROVAL
(Does not include Sec. 16(b)(2) or Sec. 18)

10-Apr-91

BY PROGRAM

BY VEHICLE TYPE

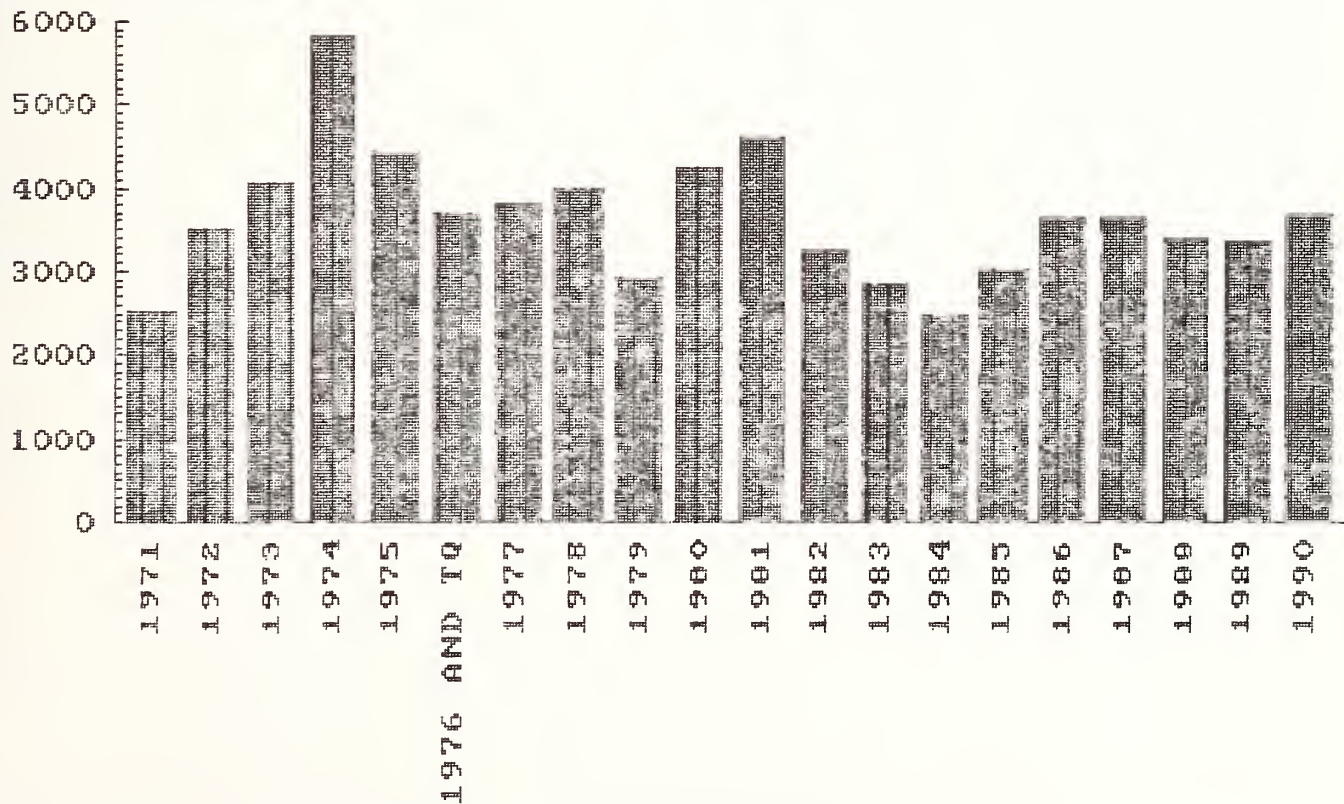
FY	TOTAL	Sec.3	Sec.5	Sec.9A	Sec.9	FAUS	Int Transf	40'-35' Stand.	30' Less	Vans	Articu- Tated	* Trolley
65	358	358	0	0	0	0	0	266	92	0	0	0
66	1110	1110	0	0	0	0	0	951	159	0	0	0
67	311	311	0	0	0	0	0	216	95	0	0	0
68	637	637	0	0	0	0	0	525	112	0	0	0
69	501	501	0	0	0	0	0	416	85	0	0	0
70	1487	1487	0	0	0	0	0	1435	52	0	0	0
71	2521	2521	0	0	0	0	0	2296	225	0	0	0
72	3502	3502	0	0	0	0	0	3235	267	0	0	0
73	4072	4072	0	0	0	0	0	3599	473	0	0	0
74	5816	5378	0	0	0	438	0	5026	634	6	150	0
75	4426	4307	99	0	0	20	0	3755	586	25	60	0
76	3318	2867	391	0	0	60	0	2926	181	73	138	0
76	359	312	47	0	0	0	0	264	81	14	0	0
77	3798	3200	472	0	0	126	0	3264	410	74	50	0
78	3992	3620	331	0	0	41	0	3408	423	141	20	0
79	2939	1020	1611	0	0	99	209	2168	399	323	49	0
80	4223	1773	2191	0	0	78	181	3230	492	236	265	0
81	4611	2790	1647	0	0	45	129	3406	399	290	516	0
82	3250	1912	1290	0	0	11	37	2490	500	63	197	0
83	2863	1714	575	559	0	12	3	2131	254	248	230	0
84	2475	174	588	292	1371	17	33	1609	434	343	89	0
85	3051	83	449	134	2302	10	73	2139	485	306	97	24
86	3666	245	338	269	2788	4	22	2560	595	426	11	74
87	3641	236	0	0	3282	49	74	2673	395	439	76	58
88	3410	373	0	0	2997	19	21	1976	697	565	114	58
89	3343	411	0	0	2911	0	21	2206	434	591	37	75
90	3685	1078	0	0	2540	26	41	2236	663	718	52	16

*Prior to 1985 included with Standard Buses

FIGURE 44

TOTAL BUS COMMITMENTS FOR ALL PROGRAMS
SECTIONS 16(b)(2) AND SECTION 18 NOT INCLUDED
FISCAL YEARS 1971 - 1990

NUMBER OF VEHICLES



INCLUDES VANS, ARTICULATED,
AND TROLLEY BUSES

FISCAL YEAR

TABLE 44-1

SECTION 18 FUNDS OBLIGATED FOR VEHICLES FISCAL YEARS 1987- 1990

STATE	SMALL BUSES				LARGE BUSES				VANS				STATION WAG/SEDAN				TOTAL VEHICLES
	1987	1988	1989	1990	1987	1988	1989	1990	1987	1988	1989	1990	1987	1988	1989	1990	

ALABAMA	14	6	6	0	0	0	0	0	30	55	25	0	0	0	0	0	136
AMERICAN SAMOA	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
ARIZONA	0	0	0	3	0	0	0	0	0	2	3	3	0	2	0	0	13
ARKANSAS	6	4	0	2	0	0	0	0	1	0	0	0	0	0	0	0	13
CALIFORNIA	11	13	13	13	3	2	1	1	15	15	6	41	0	2	6	6	148
COLORADO	2	10	1	0	0	0	0	0	1	1	2	0	0	0	0	0	17
CONNECTICUT	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6
FLORIDA	2	12	5	12	0	0	0	0	0	9	19	28	0	0	0	0	87
GEORGIA	0	0	0	0	0	0	0	0	0	16	22	25	0	0	0	0	63
HAWAII	0	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	5
IDAHO	2	0	1	1	0	0	0	0	10	0	1	1	0	0	0	0	16
ILLINOIS	3	19	0	0	7	0	0	0	0	0	0	0	0	0	0	0	29
INDIANA	8	5	3	2	0	0	0	0	0	4	2	0	0	0	0	1	25
IOWA	3	15	14	10	3	4	1	1	10	17	0	14	0	0	0	1	93
KANSAS	0	0	0	0	0	0	0	0	13	9	18	4	0	1	5	5	55
KENTUCKY	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	7
LOUISIANA	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
MARYLAND	6	5	5	8	0	1	0	0	5	6	5	3	0	0	0	0	44
MISSISSIPPI	10	8	13	0	0	2	0	7	3	9	8	2	0	3	0	0	65
MISSOURI	3	0	2	0	4	4	0	0	20	13	10	0	0	0	0	0	56
MONTANA	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
NEBRASKA	0	0	0	0	0	0	0	0	7	7	0	0	3	0	0	0	17
NEVADA	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6
NEW JERSEY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
NEW MEXICO	2	1	1	1	0	0	0	0	2	3	3	0	0	0	1	1	15
NEW YORK	20	5	3	20	2	13	3	5	0	1	0	0	0	0	0	0	72
NORTH CAROLINA	1	6	11	3	0	0	0	0	6	44	32	66	0	0	0	0	169
NORTH DAKOTA	6	4	1	1	0	0	0	0	2	4	2	2	3	1	0	0	26
OHIO	0	0	22	2	0	0	0	0	0	0	26	37	0	0	10	12	109
OKLAHOMA	0	2	1	14	0	0	0	0	0	0	8	1	0	0	0	0	26
OREGON	0	14	0	3	0	0	0	4	0	8	0	2	0	3	0	0	34
PENNSYLVANIA	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
RHODE ISLAND	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
SOUTH CAROLINA	6	3	0	0	21	0	0	0	16	9	0	0	0	0	0	0	55
SOUTH DAKOTA	0	2	2	1	0	0	0	0	0	0	3	0	0	0	0	0	8
TENNESSEE	0	0	0	0	0	0	0	0	28	11	0	47	0	0	0	0	86
TEXAS	0	19	0	0	0	16	0	0	0	172	3	0	0	3	0	0	213
UTAH	0	2	2	2	2	1	0	0	0	0	0	2	0	0	0	0	11
VERMONT	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4
VIRGINIA	1	0	0	0	0	4	0	1	13	16	19	20	0	0	0	0	74
WASHINGTON	3	4	2	4	1	0	0	1	3	2	0	0	0	0	0	0	20
WEST VIRGINIA	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12
WISCONSIN	0	2	1	0	0	0	0	0	0	0	0	1	0	3	4	14	25
WYOMING	3	3	10	0	3	1	1	0	15	5	0	0	0	0	0	0	41
TOTAL	125	203	120	102	46	48	7	21	227	442	225	301	6	18	26	40	1,957

PLEASE NOTE THAT THERE ARE 31 SCHOOL BUSES THAT ARE INCLUDED IN THE LARGE BUS CATEGORY TOTALS.

TABLE 44-2

NUMBER OF VEHICLES PURCHASED WITH 16(b)(2) FUNDS
FISCAL YEARS 1986- 1990

STATE	NO. VEH. 1986	NO. VEH. 1987	NO. VEH. 1988	NO. VEH. 1989	NO. VEH. 1990	TOTAL NUMBER VEHICLES	VEHICLES WITH LIFTS AND RAMPS *****				TOTAL NUMBER
							1987	1988	1989	1990	
ALABAMA	22	38	25	28	27	140	3	6	9	5	23
ALASKA	9	8	7	8	7	39	3	0	2	2	7
AMERICAN SAMOA	0	0	1	2	2	5	0	1	0	2	3
ARIZONA	30	22	24	19	21	116	12	13	11	8	44
ARKANSAS	25	25	31	24	30	135	9	8	0	9	26
CALIFORNIA	59	63	64	59	46	291	47	48	42	45	182
COLORADO	17	18	17	16	9	77	0	6	15	2	23
CONNECTICUT	20	33	28	26	23	130	33	28	26	23	110
DELAWARE	7	6	7	6	5	31	4	5	5	3	17
DISTRICT OF COL.	8	9	9	12	10	48	6	4	1	3	14
FLORIDA	80	104	86	98	125	493	43	12	20	0	75
GEORGIA	27	28	38	29	36	158	28	9	12	14	63
GUAM	5	0	0	0	0	5	0	0	0	0	0
HAWAII	11	9	9	7	7	43	5	9	5	4	23
IDAHO	11	9	10	16	8	54	3	10	1	3	17
ILLINOIS	61	44	52	34	34	225	24	32	39	23	118
INDIANA	32	37	33	35	38	175	15	10	6	0	31
IOWA	23	31	39	26	27	146	17	10	9	11	47
KANSAS	23	26	25	26	22	122	11	4	3	7	25
KENTUCKY	33	33	33	28	31	158	5	5	4	8	22
LOUISIANA	24	33	27	26	25	135	13	21	16	22	72
MAINE	10	9	12	11	14	56	9	12	7	5	33
MARYLAND	24	22	30	21	19	116	22	30	13	14	79
MASSACHUSETTS	30	31	30	34	30	155	31	0	3	0	34
MICHIGAN	25	36	23	23	20	127	32	19	19	18	88
MINNESOTA	26	28	30	27	27	138	28	30	27	27	112
MISSISSIPPI	25	21	20	21	24	111	1	5	0	0	6
MISSOURI	39	46	47	45	42	219	14	11	11	10	46
MONTANA	9	8	7	8	8	40	0	7	4	5	16
NEBRASKA	18	14	20	22	18	92	14	9	0	0	23
NEVADA	18	12	13	11	10	64	2	1	11	2	16
NEW HAMPSHIRE	12	12	11	11	10	56	7	3	9	6	25
NEW JERSEY	28	25	26	26	28	133	25	26	26	28	105
NEW MEXICO	14	19	18	16	16	83	16	18	16	16	66
NEW YORK	62	90	120	51	99	422	36	69	29	0	134
NORTH CAROLINA	29	37	28	41	49	184	10	11	9	20	50
NORTH DAKOTA	8	9	8	7	8	40	6	6	7	9	28
NO. MARIANAS	1	1	0	0	0	2	1	0	0	0	1
OHIO	74	93	84	78	69	398	53	53	43	69	218
OKLAHOMA	27	33	28	30	29	147	13	15	16	17	61
OREGON	21	20	18	16	17	92	8	9	9	15	41
PENNSYLVANIA	70	51	53	54	57	285	51	41	30	57	179
PUERTO RICO	17	18	14	14	13	76	18	0	7	13	38
RHODE ISLAND	13	17	15	18	11	74	2	2	6	4	14
SOUTH CAROLINA	24	27	26	24	26	127	12	13	13	5	43
SOUTH DAKOTA	11	14	12	11	12	60	1	1	0	10	12
TENNESSEE	36	47	48	44	47	222	13	5	12	10	40
TEXAS	94	78	77	80	65	394	29	24	52	35	140
UTAH	12	11	12	9	10	54	3	5	5	6	19
VERMONT	8	9	9	8	8	42	9	6	8	8	31
VIRGIN ISLANDS	14	0	2	4	3	23	0	2	0	3	5
VIRGINIA	33	49	34	42	33	191	6	9	4	7	26
WASHINGTON	23	26	21	14	14	98	20	12	14	14	60
WEST VIRGINIA	18	20	16	19	18	91	6	2	6	6	20
WISCONSIN	26	33	33	28	43	163	10	10	21	31	72
WYOMING	6	7	5	7	5	30	3	5	2	4	14
TOTAL	1,432	1,549	1,515	1,400	1,435	7,331	792	712	665	668	2,837

NOTE: THE NUMBER OF VEHICLES WITH LIFTS AND RAMPS IS NOT AVAILABLE FOR FY 1986.

TABLE 45

30-Nov-90

NEW RAIL CARS BY TYPE AND FISCAL YEAR

FY	RAPID TRANSIT	LIGHT RAIL	COMMUTER ELECTRIC	COMMUTER DIESEL	DIESEL LOCO	* PEOPLE MOVER	TOTAL
65	64	0	0	0	0	0	64
66	400	0	0	0	0	0	400
67	0	0	35	0	0	0	35
68	226	0	144	0	0	0	370
69	260	0	123	0	0	0	383
70	0	0	309	0	0	0	309
71	0	80	237	0	0	0	317
72	420	0	64	25	0	0	509
73	650	150	15	36	13	0	864
74	200	45	170	5	2	0	422
75	140	0	160	20	0	0	320
76	0	0	58	50	22	0	130
TQ	71	0	0	0	8	0	79
77	320	48	50	2	9	0	429
78	125	141	0	90	23	0	379
79	326	0	0	91	19	0	436
80	16	26	36	0	0	0	78
81	204	26	0	80	7	0	317
82	414	55	8	48	24	0	549
83	50	26	0	15	0	0	91
84	103	0	0	0	22	0	125
85	76	0	0	0	0	0	76
86	135	0	0	37	6	0	178
87	0	26	0	0	7	0	33
88	100	2	0	0	0	0	102
89	133	31	90	15	6	15	290
90	67	0	22	30	3	0	122
TOTAL	4,500	656	1,521	544	171	15	7,407

* INCLUDES 4 ELECTRIC LOCOMOTIVES IN FY 1984; 3 IN FY 1989 AND 3 IN FY 1990.

NOTE: PLEASE REFER TO TABLE 13 ON SPECIFIC RAILCAR INFORMATION FOR FY 1990.

TABLE 46

UMTA FUNDED FERRY BOAT AND RELATED ACTIVITIES
FY 1965 THROUGH FY 199D

GRANTEE	PURPOSE	FUNDING
GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	3 NEW FERRY BOATS, TERMINAL FACILITIES, MISCELLANEOUS RADAR AND PUBLIC ADDRESS EQUIPMENT, REFURBISH FERRY BOAT	34,569,066
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION	4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATION , AND MAINTENANCE	34,787,470
BRIDGEPORT, CONNECTICUT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	152,000
CITY OF PORTLAND, MAINE CASCOT BAY TRANSIT DISTRICT, AND PENOBSCOT BAY (MAINE DOT)	3 FERRY BOATS, ENGINEERING DESIGN, LAND ACQUISITION, AND FERRY TERMINAL CONSTRUCTION, PURCHASE EQUIPMENT FOR FERRY TERMINAL	6,593,258
STATE OF MAINE MAINE (DOT)	1 FERRY BOAT, PIER AND FERRY BOAT MODIFICATIONS	1,392,399
TIDEWATER TRANSPORTATION DISTRICT COMMISSION (NORFOLK, VIRGINIA)	3 PEDESTRIAN FERRY BOATS CONSTRUCTION OF FERRY DOCK REPLACE 4 FERRY BOAT ENGINES	1,774,100
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (NANTUCKET, MA)	NANTUCKET FERRY SLIP AND TERMINAL RECONSTRUCTION	1,392,584
EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (SAULT STE. MARIE, MI)	FERRY TERMINAL	1,070,000
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	3 NEW FERRY BOATS, TERMINAL FACILITY IMPROVEMENTS, MISCELLANEOUS MODERNIZA- TION (STATEN ISLAND SERVICE)	41,153,398
VILLAGE OF OCEAN BEACH, NEW YORK	RECONSTRUCT FERRY TERMINAL BULKHEAD	45,000
CAMDEN, NEW JERSEY	DESIGN AND CONSTRUCT WATERFRONT AREA TRANSIT COMPLEX - PARKING GARAGE & FERRY PIER	7,707,000
PUERTO RICO PORTS AUTHORITY (SAN JUAN)	5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENTS, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS. CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE FACILITY, ACQUISITION OF STRUCTURES AT ISLA GRAND SITE	47,445,496
TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS PARTIAL PURCHASE OF PASSENGER FERRY	1,279,200
SEATTLE-TACOMA WASHINGTON (WASHINGTON DOT MARINE DIVISION)	8 NEW FERRY BOATS, TERMINAL IMPROVE- MENTS, ENGINEERING FOR EXPANSION, MISCELLANEOUS IMPROVEMENTS, LAND ACQUISITION, BUILD LOADING OVERHEAD TERMINAL EXPANSION, CONTROL SYSTEM REPLACEMENT, REFURBISH VESSEL	31,547,106
	TOTAL	210,908,077

TABLE 47

NUMBER OF GRANTS AWARDED BY PROGRAM
1982 - 1990

FISCAL YEAR	SEC. 3	SEC. 5	SEC. 9	SEC. 9A	SEC. 16 (b)(2)	SEC. 18	SEC. 8	INTERSTATE TRANSFER	FED. AID URBAN SYSTEMS	TOTAL
1982	263	802	0	0	57	0	376	46	14	1,558
1983	215	706	0	270	54	0	353	44	13	1,655
1984	101	534	360	195	53	81	268	23	9	1,624
1985	49	401	465	101	62	77	231	36	1	1,423
1986	84	255	602	112	57	74	236	20	3	1,443
1987	53	0	599	0	55	73	244	18	4	1,046
1988	75	0	624	0	56	86	270	23	3	1,137
1989	94	0	579	0	54	68	272	20	1	1,088
1990	118	0	547	0	54	65	264	24	2	1,074
TOTAL	1,052	2,698	3,776	678	502	524	2,514	254	50	12,048

* INCLUDES 9B

NOTE: STARK-HARRIS GRANTS NOT INCLUDED

UMTA REGIONAL OFFICES

The 10 UMTA Regional offices listed below work with local transit officials in developing and processing grant applications. For more information about the UMTA program in general, please contact the Office of Public Affairs, Urban Mass Transportation Administration, 400 Seventh Street, S.W., Washington, D.C., 20590 or call (202) 366-4043.

EASTERN AREA

Region 1

Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont. UMTA Region 1 Office, 55 Broadway, Suite 920, Kendall Square, Cambridge, Massachusetts 02142.
telephone 617-494-2055, FTS 837-2055

Region 2

New York, New Jersey, and Virgin Islands. UMTA Region 2 Office, 26 Federal Plaza, Suite 29-40, New York, New York 10278
telephone 212-264-8162, FTS 264-8162

SOUTHEASTERN AREA

Region 3

Delaware, District of Columbia, Kentucky, Maryland, North Carolina, Pennsylvania, Tennessee, Virginia, and West Virginia. UMTA Region 3 Office, 841 Chestnut Street, Suite 714, Philadelphia, Pennsylvania 19107.
telephone 215/597-8098, FTS 597-4179.

Region 4

Alabama, Florida, Georgia, Mississippi, Puerto Rico and South Carolina. UMTA Region 4 Office, 1720 Peachtree Road, NW, Suite 400, Atlanta, Georgia 30309.
telephone 404/347-3948, FTS 257-3948.

CENTRAL AREA

Region 5

Illinois, Indiana, Minnesota, Michigan, Ohio, and Wisconsin. UMTA Region 5 Office, 55 East Monroe St. Room 1415 Chicago, Illinois 60603
telephone 312/353-2789, FTS 353-2789.

MIDWESTERN AREA

Region 6

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.
UMTA Region 6 Office, 819 Taylor Street, Suite 9A32,
Fort Worth, Texas 76102
telephone 817/334-3787, FTS 334-3787

Region 7

Iowa, Kansas, Missouri, and Nebraska. UMTA Region 7 Office,
6301 Rockhill Road, Suite 303, Kansas City, Missouri 64131.
telephone 816/926-5053, FTS 926-5053

WESTERN AREA

Region 8

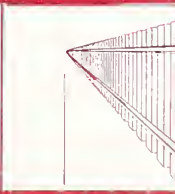
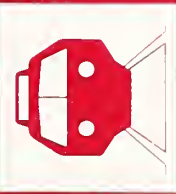
Arizona, Colorado, Montana, Nevada, North Dakota, South Dakota,
Utah, and Wyoming.
UMTA Region 8 Office, 1961 Stout Street, Room 520
Denver, Colorado 80294
telephone 303/844-3242, FTS 564-3242

Region 9

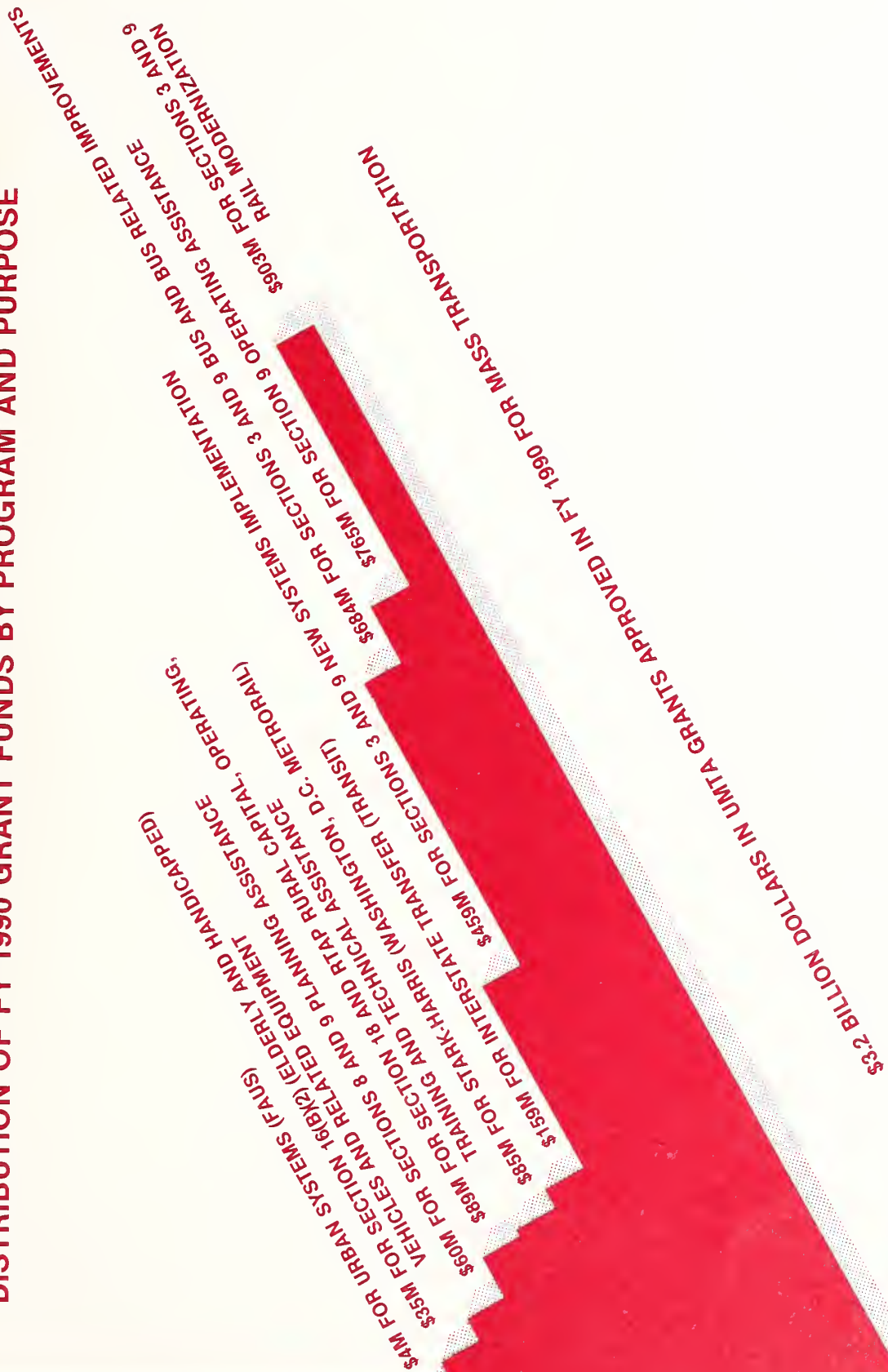
California, Hawaii, Guam, and American Samoa.
UMTA Region 9 Office, 211 Main Street, Suite 1160, San Francisco,
California 94105.
telephone 415/744-3133, FTS 484-3133

Region 10

Alaska, Idaho, Oregon, and Washington. UMTA Region 10 Office,
915 2nd Avenue, Suite 3142, Seattle, Washington 98174.
telephone 206/553-4210, FTS 399-4210.



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